



K.C.S.

CURRENT EVENTS

AN
INDUSTRIAL AND AGRICULTURAL
MAGAZINE



PUBLISHED QUARTERLY BY
THE KANSAS CITY SOUTHERN
RAILWAY COMPANY

J. F. HOLDEN, VICE-PRESIDENT
S. G. WARNER, GEN. PASS'R. & TKT. AGT.
WM. NICHOLSON, IMMIGR. AGT.
KANSAS CITY, MO.

Little River County

ARKANSAS

For the General Farmer, Stock Raiser and Dairyman

The best all around general farming and stock raising country, with fewer shortcomings and great material advantages, and a greater variety of agricultural resources than any other country west of the Mississippi River is

LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasture lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

SOUTHERN REALTY and TRUST COMPANY
W. L. PERKINS, Manager **ASHDOWN, ARK.**

WRITE US
for ILLUSTRATED Information About the

O Z A R K S

Our BEARING PEACH and APPLE Orchards show great prospect for BUMPER yields for the season of 1912.

Our BUYERS already settled, have built nice homes, and are now busy on their LAND and Orchard developments.

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100 acres, 6 miles east of Waldron, Ark.; 50 acres in cultivation; branch bottom land; house and outbuildings; good well and orchard. Price only \$10 per acre.

40 acres of cut-over timber land; 7 miles southeast of Waldron, Ark.; about 20 acres can be tilled, the balance for orchard and pasture. Price only \$140 cash. Title perfect.

160 acres, 12 miles southeast of Waldron, Ark.; 15 acres in cultivation; 50 acres more can be tilled; small house and crib; one acre in orchard; good well of soft water and fine spring; price only \$600; \$200 down and the balance good time.

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Our success in this is gratifying and we fill each order with the certainty that we are giving the customer the BEST high-class workmanship can produce.

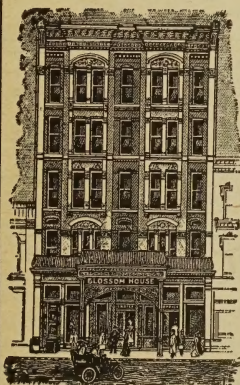
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Plan

Opposite
Union Depot

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SEVIER COUNTY,

one of the best and most healthful counties in the state. Hundreds of acres of fertile land can be bought now at prices ranging from \$6.00 per acre to \$12.00. Land in a good state of cultivation at \$15 to \$20 per acre. Peach shipments for the season of 1912 estimated at 1,500 cars. Write for prices and terms to the Land Department of the

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DeQueen, Ark.
Capital \$50,000.00

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We are agents for this rich bottom land adapted to the culture of alfalfa principally. Also fine upland for stock raising and general farming.

We can supply your wants, whether large or small.

REUTZEL & TRUSTY Fort Smith, Ark.

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Have good farms for sale in Cass and adjoining counties, on easy terms.

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We sell land in Jefferson and adjoining counties. Prices of land in these counties are still cheap.

Our specialty is Jefferson County Lands.

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Office, Rooms 9-10 V. Blanchette Bldg.

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If you want to know about farm or timber lands in North-west Louisiana, write us. We have been located in Shreveport for the past eleven years, and have dealt exclusively in the farm and timber lands.

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Opposite Court House, SHREVEPORT, LA.

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30,000 A., cut-over timber lands on K. C. S. Ry.; terms easy; \$2 A. down.
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 15,000 A., virgin hardwood timber lands on Sabine River in La.; 104 million ft.
 1,280 A., farm; rich Red River hardwood timber lands near Texarkana.
 3,000 A., farm; 1,000 open land; 24 houses; 100 head of cattle; 5 horses; 25 goats; 20 hogs; corn, hay, etc., and stock of mdse.; \$12 per A., including everything; terms, one-half down. The above deals are for large buyers only and will not be cut. Further information to those only who are able to buy. IF YOU WANT A SMALL FARM come to see us at WINTHROP, which is a good small town on the Kansas City Southern Ry.; level lands, no rocks, no mountains, no negroes; all white people in and around Winthrop; good well and spring water. We are the people who have already sold about 150 people, principally from the North, around Winthrop. Write for our literature.
 240 A., cult.; 140 fenced; 2 sets houses; orchard; good soft well water; no rocks; lays level; good sandy loam soil; 1 mile school; 3 miles Winthrop; for \$4,800; terms, \$1,500 down and \$500 per year; 6 per cent interest.
 240 A. rich, dark, sandy loam timbered land; about 80 A. upland and balance Little River bottom land; all rich; one-half mile Winthrop; fine stock proposition; in German colony; price \$20 per A.; terms easy; 6 per cent interest.
 80 A.; 20 cult.; 4-r. house; orchard; good soft well and spring water; healthy; lays level; all tillable; 1 mile school; 2½ miles Winthrop; for \$2,000; terms \$400 down and \$300 per year; 6 per cent interest.
 80 A.; 35 in cult.; part creek bottom and part upland; good soil; \$2,000.
 80 A.; 25 cleared; no fence or house; 1½ miles Winthrop; good soil; no rocks; on public road; price \$2,000; terms, \$500 down and \$300 per year; 6 per cent int.
 40 A.; 25 cult.; 3-r. house; orchard; all under wire and rail fence; ¼ mile school; 4½ miles Winthrop; good community; \$1,000; terms, \$300 down.
 100 A. improved farm; 35 in cult.; 4 miles Winthrop; \$1,500; terms \$500 down.
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GENTRY, BENTON COUNTY, ARKANSAS

A great shipping point for apples, peaches, strawberries, cantaloupes, truck, dairy products, poultry and eggs, grain horses and mules, cattle and hogs, situated in a magnificent farming country with good roads, schools, churches, banks, fruit growers associations, canneries, etc. Fine farms, small rural homes can be had here at very low prices and acceptable terms. Write us for descriptions.

GENTRY REALTY CO., Gentry, Ark.

SAM S. SHELBY,

REAL ESTATE BROKER,
 1021 COMMERCE BUILDING., Kansas City, Mo.
 FARMS AND RANCHES IN MISSOURI AND THE SOUTH.
 CORRESPONDENCE SOLICITED.

Oklahoma, Arkansas and Louisiana

We own 15,000 acres in Oklahoma, 10,000 acres in Arkansas near Hot Springs, 4,000 acres rich Red River bottom lands near Shreveport, La. All for sale in 40 acres and up. Easy terms and small cash-payments down. We are owners, not agents.

ALLEN & HART,

308 Commerce Bldg. Kansas City, Mo.

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Farm, fruit, vegetable and ranch lands,
 \$5 to \$20 per acre. Write us for lists.

GILLHAM, SEVIER COUNTY, ARKANSAS

For Sale—180 acres, universally known as the best bottom farm in the Ozarks; price \$8,000. \$3,000 cash, balance in five years. Every convenience and handsomely improved. Address

R. H. BATES, Anderson, Mo.

HATFIELD, POLK COUNTY, ARKANSAS. has some of the best farm and fruit land in the state of Arkansas and is well adapted to raising livestock. Corn, wheat, oats, cotton, forage, etc., yield splendid crops and Hatfield apples took the first prizes at the Arkansas and Louisiana State Fairs. Land is very cheap, water excellent and the climate delightful. Write for information to
ARNOLD & TRIGG Hatfield, Ark.

INDUSTRIAL LUMBER COMPANY ELIZABETH, LOUISIANA

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Industrial Department

The Kansas City Southern Ry. Co.

If you are seeking a location for the purpose of opening a farm, planting an orchard, raising commercial truck, raising livestock or poultry; or for the purpose of establishing fruit evaporators, preserving, pickling or vinegar works; or to build or operate tanneries, flour mills, grist mills, cotton gins, cotton mills, woolen mills, cotton seed oil mills, fertilizer works; or to manufacture pine and hardwood lumber wagons, agricultural implements, furniture, cooperage, fruit packages, boxes, paper stock, woodenware of every description; to operate a creamery or cheese factory; or to quarry building stone, or slate; or to manufacture brick, tile, sewer pipe or clay products of any description; or to mine lead, zinc, iron; or to engage in a mercantile business of any kind; or operate foundries, machine shops or iron works; or, if you desire to travel for health, for pleasure or for sport, for all of which there are splendid opportunities on the line of the Kansas City Southern Railway, write to

WILLIAM NICHOLSON,

Immigration Agent
Kansas City, Missouri

ARKANSAS POLK COUNTY

Best Fruit, Stock and Agricultural County in the State. Large and small farms to suit all. For description and prices, address,

Dennis Kelly & Stratton
Homeseekers' Information Bureau
Kidwell-Hartman Realty Co.
John H. Hamilton, J. L. Horner
M. B. Legate, J. H. Allen
Fred Van Wagner

All members Mena Real Estate Exchange.

MENA, (County Seat) ARKANSAS

HOME-SEEKERS

Traversing the country along the line of The Kansas City Southern Railway should stop off a day or two at Mena, Ark., and carefully inspect the **Great Display of Fruit, Grain and other Products** growing along the line and on exhibit in the Station Offices at Mena. Mr. W. C. B. Allen, General Agent, will be pleased to furnish all desired information.

Current Events

Published Quarterly by the Immigration and Industrial Department of
The Kansas City Southern Ry. Co.

Advertising Rates in Current Events.

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IMMIGRATION AGENT, K. C. S. Ry.
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*All checks, remittances, etc., payable to
H. VISSCHER, Treas., K. C. S. Ry.,
Kansas City, Mo.

When writing to advertisers please mention **CURRENT EVENTS.**

MENA POLK COUNTY ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising live stock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production for forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the healthseeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

Mena Land & Improvement Co.

W. C. B. ALLEN, Manager

CURRENT EVENTS

JULY, 1912

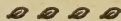
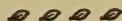
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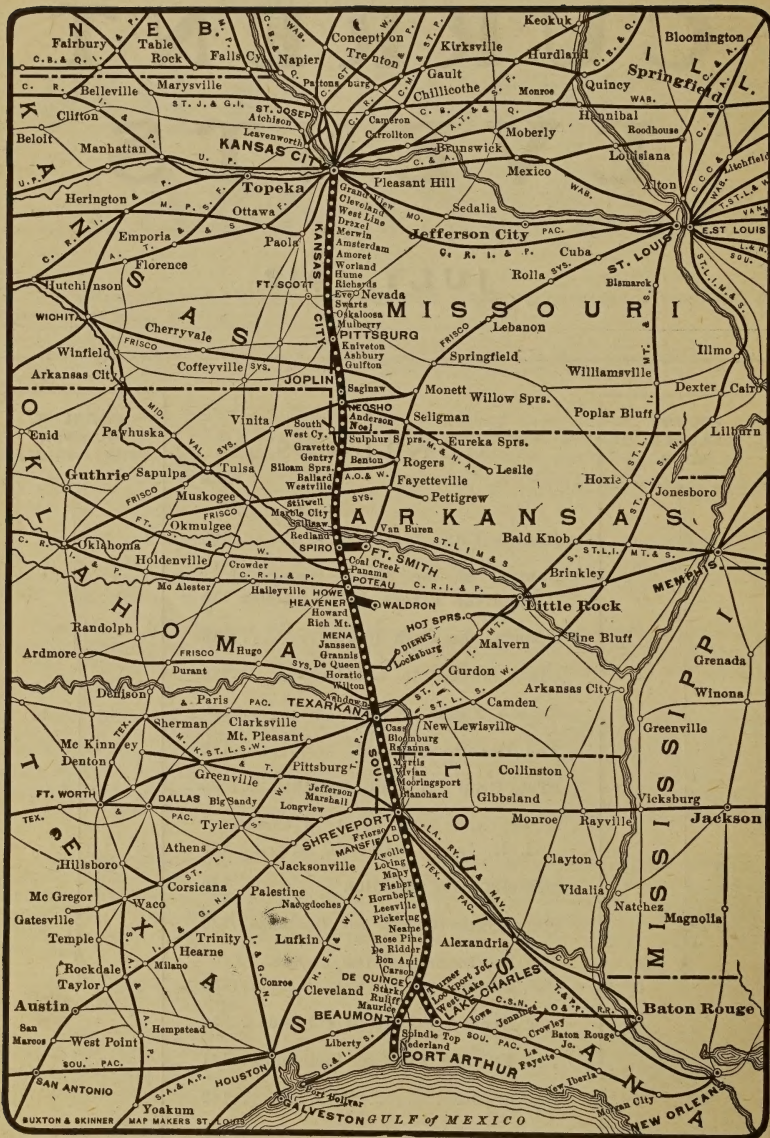
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CURRENT
NUMBER
THIRTY-EIGHT





MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

Kansas City, Missouri

In the year 1833 there was laid out and platted the Town of Westport, now a residence section within the corporate limits of Kansas City, Mo. The steamboat landing, through which the town received its supplies, was a rocky ledge on the Missouri River front, known as Westport Landing. In 1838 a town company was formed and the following year lots were sold at the "Landing," which was then called the Town of Kansas. In 1853 the town, an ugly, straggling collection of small houses clinging to the river bank, was chartered as the "City of Kansas," which remained the legal title until 1889, when it was changed to Kansas City. Between 1838 and 1860 an enormous overland traffic was developed between Kansas City and Mexico and the "Santa Fe Trail" was the only safe thoroughfare. Kansas City was the eastern terminus of the trail, over which long lines of prairie schooners and swift stage coaches traveled to and fro. From 1850 to the

coming of the railroads from six to ten boats a day tied up at the Landing. During the nine months of water transportation in 1857 one thousand and five hundred boats arrived at Kansas City. Six hundred wagons loaded with freight began the long journey across the plains from Kansas City in 1850. In 1855 the yearly business of the city was rated at \$500,000. In 1860 16,439,134 pounds of freight were transported. In carrying this freight there were employed 7,084 men, 6,147 mules, 27,920 yoke of oxen and 3,033 wagons. In the following year came the Civil War and a depression which lasted until the end of the war. The population of Kansas City in 1860 was 4,228. The first railroad was completed into Kansas City September 15, 1865. It was the Missouri Pacific Railway. The Kansas City, St. Joseph & Council Bluffs Railway was completed in 1867, the Hannibal Bridge across the Missouri River in 1869, the Missouri, Kansas & Texas and the Kansas City,



KANSAS CITY, MO. VIEW FROM ELEVENTH AND MAIN STREETS, NORTHEAST.



KANSAS CITY, MO. WALDHEIM AND BANK OF COMMERCE BUILDINGS.

Fort Scott & Memphis in 1870. Other lines soon followed, and with them came the immigration which brought under cultivation the vast stretches of fertile lands lying to the west, northwest and southwest.

Kansas City, almost from its inception, was a virile commercial center. The city of today is only the greater growth of the Kansas City of the past and the certain indication of the Kansas City of tomorrow. As cities grow, it is a young city and it is profitable to ascertain on what foundation it was built and will continue to build. The population, according to the government census of 1860, was 4,418; in 1870 it was 32,260; in 1880 it was 55,785; in 1890 it was 132,716; in 1900 it was 163,752, and in 1910 it was 248,381. Several suburbs in Missouri and Kansas were also growing vigorously at the same time. The computation of the publishers of the City Directory for 1911 was made by applying the following problem: "If in 1900 the 93,726 names in the directory gave a population of 163,752, how much population will the 183,622 names in the 1911 directory give?" The solution is 320,812 for Kansas City, Missouri, only. If the suburbs, Kansas City, Kansas, Independence, Mo., and Rosedale, Kansas, are included in the count the

Greater Kansas City on this basis would have a population of 459,627.

These are surprising figures, but the growth is a healthy one, made possible by the wonderful agricultural resources surrounding Kansas City. For hundreds of miles in all directions is an expanse of available and productive land, and the city lies in the heart of the greatest grain and meat producing region of the United States. There is no other section in the world where so much is gathered from mother earth in twelve months of the year as is from the country of which Kansas City is the financial, commercial and industrial center. With so much agricultural wealth to draw against and its people active and hopeful it is self evident that the confidence of the people in the future welfare of the city is unbounded.

The trade territory reached by the manufacturers and merchants of Kansas City comprises the states of Kansas, Missouri, Nebraska, Iowa, Oklahoma, Arkansas, Texas, Colorado and New Mexico, a region having an annual average production of 197,131,640 bushels of wheat, valued at \$161,121,636; 1,230,574,320 bushels of corn, valued at \$587,092,217; 260,063,548 bushels of oats, valued at \$97,666,027; 17,452,208 tons of

hay, valued at \$128,298,130; 47,909,335 bushels of potatoes, valued at \$31,709,681, and minor crops, valued at \$221,529,362, a total average annual crop production valued at \$1,195,707,372. The minor crops consist of forage plants, dairy products, wool, fruit, truck, etc., and the average quantities and values given are the average of the total production for the years 1906 to 1909, both inclusive. The average annual production of cotton in the four years mentioned was 4,693,983 bales, with an average annual value of \$274,838,038. The annual cotton seed production was valued at \$30,540,994, and the combined value of the cotton and cotton seed crops amounted to \$305,379,032 per annum.

The annual average numbers of live stock on hand in the territory mentioned consist

of 31,679,201 head of cattle, valued in 1909 at \$640,329,000; 7,087,051 head of horses, valued at \$630,141,000; 1,572,516 head of mules, valued at \$167,617,000; 23,798,455 head of hogs, valued at \$156,967,000, and 10,483,473 head of sheep valued at \$35,796,000; the value of all the live stock for 1909 being \$1,630,850,000. The value of the agricultural crops and the live stock, including the cotton production, is \$3,131,936,404, surely an ample resource on which to build a city. The population of this trade territory in 1900 was given at 13,491,859, and the U. S. Treasury Department's estimate of 1909 gives it 16,184,000 population, showing an increase of 2,692,141, and within a radius of 150 miles there is a population of 2,800,000.

Among the large American cities Kansas City ranks first in the sale of agricultural



1. COATES HOUSE. 2. BALTIMORE HOTEL. 3. SAVOY HOTEL. KANSAS CITY, MO.

implements, second in the volume and value of grain receipts, second in the numbers of live stock handled, second in the meat packing industry, second in railway transportation facilities, third in the magnitude of the flour output, third in lumber sales, third in horse and mule sales, sixth in bank clearings and seventh in postal receipts.

Kansas City receives its supplies, both for home consumption and for further distribution, from all points of the compass, and of the products of the soil in its trade territory the city received during the year 1910 of grain 67,072,000 bushels, of which 43,527,700 bushels were wheat and 17,619,400 bushels were corn, the same being valued at \$56,822,000. The elevator facilities are excellent and have a storage capacity of 11,290,000 bushels. The eight large flour mills during 1910 turned out 2,226,266 barrels of flour, consuming 10,923,192 bushels of wheat, valued at \$4,506,655. The flour and grist mill products show an investment of \$1,068,831, the cost of the raw material being \$4,102,405. The bread and bakery products show an investment of \$5,358,872 and an output valued at \$5,616,784. Besides flour and its manufactured products Kansas City has a very large output of corn chops, grist, oatmeal and other grain products. A great percentage of the corn, wheat and oats arriving in Kansas City leaves the city in different form from that in which it came. The several distilleries, breweries, oil mills, etc., assure a market for barley, rye and flax seed. Hay and mixed forage is handled in enormous quantities. As a produce market Kansas City is unequalled. Of apples, potatoes, cabbages and onions the city handles greater quantities than any other market and the traffic in poultry, butter and eggs is not far behind the best of American markets. The import of eggs alone is about 600,000 cases worth, at 12½ cents per dozen, \$2,310,000. The gross quantity of Irish potatoes handled will easily reach 65,000 carloads. The apple, peach, strawberry and truck crops handled in Kansas City annually aggregate about \$10,000,000.

The Stock Yards receipts of live stock for 1910 consisted of 2,229,570 head of cattle, 177,572 head of calves, 2,085,566 head of hogs, 1,841,173 head of sheep, 69,628 head of horses and mules valued at \$161,987,456. The daily yarding capacity at the Stock Yards is 66,000 head of cattle, 35,000 hogs and 34,000 sheep. For the care of horses and mules there are twelve brick barns and mule yards having 800 stalls for horses and extra accommodations for fine horses and room for 5,000 mules. The eight packing

houses during 1909 slaughtered 1,341,909 head of cattle, 192,824 head of calves, 2,745,380 head of hogs and 1,172,669 head of sheep, and in 1910 they slaughtered 5,840,398 head of live stock, representing a value of \$92,115,012.

In point of manufacture Kansas City has made a good start and will continue to grow. The city has the cheapest power and the cheapest fuel and its reliance on fuel does not rest on cheap coal, cheap fuel oil or natural gas, but upon all of them. The coal fields are within a few miles and are of easy access by rail and water. Both oil and gas fuel are brought from moderate distances and the available supply is enormous. Raw material of all kinds is convenient and within 150 miles are great deposits of coal, clays, lead, zinc, gas and building stones.

The 902 manufacturing establishments of Kansas City show an investment of \$59,871,456 and a factory output valued at \$155,916,074. The employes in the various plants number 21,631 and the annual payroll amounts to \$12,094,000. In the pork packing and fresh meat business Kansas City is the second largest center in the world. The printing business is represented by 179 concerns with products valued at \$7,547,852; the output of the bread, cracker and candy factories is valued at \$5,616,784, the number of employes being 2,400; the output of the flour and grist mills is valued at \$4,506,655. In the agricultural implement factories 175 people are employed, in the furniture and cabinet industries 450, the box factories 550 men, gas engine factories 120 men, the Kansas City Structural Steel works 342 men, Kansas City Bolt and Nut works 700 men, Standard Oil Company 225 men, American Radiator Co. 1,000 men, sash and door industry 900 men, brick and clay works over 500 men, both shoe and clothing factories over 2,000 persons, etc. The lumber and timber products industry represents an investment of \$1,311,226, and expenditure for raw material of \$2,141,124, and a product value of \$3,398,154. Five hundred and eighty-two industries turn out products valued at \$33,635,065, according to the government census of 1910.

The commercial transactions of Kansas City exceed in values the sum of \$100,000,000. The wholesale grocery trade for 1910 amounted to \$22,000,000, the dry goods trade to \$21,000,000, the hardware trade to \$7,000,000, the boot and shoe trade to \$5,500,000, drug and druggists' sundries to \$6,500,000, and the agricultural implement trade to \$40,000,000. The thousand or



1. GRAND AVE. AND 13TH STREET. 2. PETTICOAT LANE. 3. 12TH STREET LOOKING EAST FROM MAIN. 4. WALNUT STREET SOUTH OF 8TH STREET.

more retail dealers probably transact an equally large business.

In bank clearings Kansas City now holds the sixth place among the financial centers of the United States, the total clearings for the year 1910 being \$2,634,557,738. In 1910 there were in Kansas City twelve national banks with an aggregate capital of \$7,400,000 and thirteen state banks and trust companies with a capital of \$3,150,000. The total banking capital is \$10,550,000, the total deposits \$127,153,096 and total resources \$143,416,027. The postal receipts for 1910 amount to \$2,339,221, and the money order transactions to \$23,012,690. The railway facilities of Kansas City consist of twenty-seven lines of railway and two belt lines, moving 238 passenger trains and maintaining an unequalled freight service. The terminal facilities comprise 500 miles of tracks, over which 238 passenger trains, over 300 freight trains and 11,000 freight cars are handled daily. A splendid Union Depot and terminal facilities, to cost \$30,000,000, are now under construction. A new bridge across the Missouri River has just been completed at a cost of \$2,500,000 and an almost equally long viaduct crossing the Kaw River has been built between Kansas City, Mo., and Kansas City, Kansas.

The foregoing gives a general view of the mercantile and industrial institutions of the city. The municipal undertakings and those of the public utility companies are planned and executed on a corresponding scale. The assessed valuation of Kansas City, Mo., for 1910 amounted to \$155,800,707, and the indebtedness of the city to \$4,944,752. The real estate transfers involved the sum of \$56,064,806, and the 3,637 building permits granted required an investment of \$13,783,196.

The city waterworks system is valued at \$10,000,000 and was acquired at a cost of \$8,073,748, and has 439 miles of distributing mains and a daily capacity of 90,000,000 gallons. The daily consumption is 26,720,796 gallons. The annual cost of maintenance is \$1,224,347 and the annual receipts from water rents \$1,188,678.

The public school system is one of the best in the United States. The enrollment of pupils for 1910 is 35,434, the number of ward schools maintained 64, high schools 4, of which one building cost \$475,000 and the Manual Training School \$315,000. The staff

of teachers number 938. The value of the school property is \$4,999,813, and the annual cost of maintenance \$1,673,701.

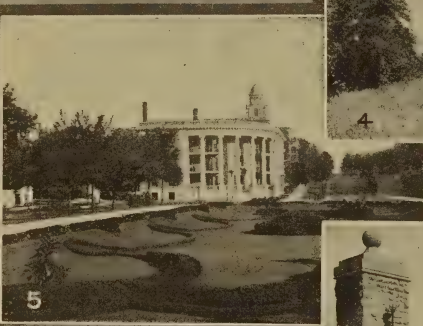
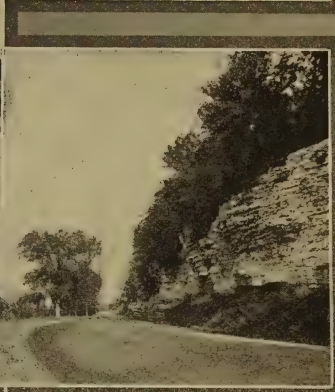
The electric street car system has 250 miles of track in operation, and any part of the city may be reached on a single five-cent fare. The street paving consists of 214 miles of asphalt paving, 39 miles of brick paving, 62 miles of macadam and seven miles of miscellaneous paving, a total of 324 miles, to which should be added 29 miles of paved alleys and 390 miles of concrete sidewalks. The park and boulevard system is one of the most extensive in the country. It comprises 2,087 acres of parks and parkways and 45.25 miles of boulevards, which have cost, since beginning construction, \$9,856,236. Swope Park, with 1,320 acres, is next to the largest park in the country, being exceeded only by Fairmount Park, Philadelphia. There are also 300 miles of rock road in the county, 200 miles of which are oiled.

The sewerage system comprises 365 miles of trunk and lateral sewers and is being constantly enlarged. The municipal buildings consist of a city hall, jail and a market house, costing \$477,000, the City Hospital, costing \$500,000, and a very complete equipment for fire protection. The county buildings are also fine large structures. The electric light and power service comprises 2,558 miles of wires and has a capacity of 1,029,269 sixteen candle power lights.

Kansas City has a large number of stately buildings among the great office buildings, fine theaters, hotels, department stores and banks. Among the larger of these are the Convention Hall with a seating capacity of 13,500, two hundred and twenty-one church buildings, costing more than \$5,000,000, the U. S. Custom House and Postoffice, costing \$1,800,000, the R. A. Long Building and the Bank of Commerce Building, 14 and 15 stories high, costing \$1,200,000 and \$1,500,000, several other very large skyscrapers, the Public Library Building, with 110,000 volumes, the Y. M. C. A. Building, the new Live Stock Exchange, costing \$500,000, the Board of Trade Building, New York Life Building, Baltimore Hotel, etc., etc. The Commercial Club of Kansas City has a membership of about 1,000 firms, representing 3,500 individuals, Mr. E. M. Clendenning being general secretary.



1. U. S. CUSTOM HOUSE AND POSTOFFICE. 2. COUNTY COURT HOUSE. 3. MERCHANT EXCHANGE. 4. CITY HALL. 5. CONVENTION HALL.



1. LITTLE BLUE RIVER. 2. PASEO AND 12TH STREET. 3. PASEO AND 12TH STREET.
4. CLIFF DRIVE. 5. PASEO AND 13TH STREET. 6. ENTRANCE TO SWOPE PARK.

The Control of the Flood Waters of American Rivers

F. E. ROESLER

The climatic conditions of the Mississippi Valley are peculiar in that they present alternate periods of excessive rainfall and also of excessive dry weather. These periods appear in cycles of nine or eleven years, during which there occurs one year with very heavy precipitation, two years with abundant rainfall and excessive rainfall in places, and about one and one-half years with sufficient rainfall to mature perfect crops. In this period heavy grain and forage crops are grown nearly everywhere at altitudes less than two thousand feet and above this altitude in Western Kansas, Nebraska, New Mexico, Colorado and Northwestern Texas (the Panhandle) it is possible to produce moderately good crops of cereals, forage and cotton. During this period the summers are short and more or less rainy, the winters long and grim cold. The snowfall is very heavy, spring begins very late and frost comes early in the fall and blizzards are not uncommon in the more exposed prairie states. Spring opens up with gales and cold winds, accompanied now and then by cyclones or hurricanes. The precipitation of rain and snow is much greater than the soil can absorb and the surplus water finds its way into the rivers, which in their lower courses, if not dyked or levied, are liable to overflow before the excessive water supply can be emptied into the Gulf of Mexico.

Following this rainy period, comes a period of about four and one-half years, in which the precipitation is scant. The altitudes below two thousand feet usually have sufficient precipitation in spring up to the middle of June, giving the crops sufficient opportunity to become well rooted. July and August are often without rainfall, which begins again in September with precipitation at intervals until frost comes. In the semi-arid region (altitudes above 2,000 feet), the rainfall is usually insufficient, there being practically no precipitation at all from October to March. During the summer months there is usually some rainfall with each change of the moon. The first year after the rainy period a half crop

of the cereals may be grown, in the second year less than in the first, in the third year there is very little seed production, though forage plants of which the foliage is desired and several kinds of the non-saccharine sorghums will mature. The fourth year is one of well defined drouth and crop failure. The pasturage is very scant, most of the water holes have dried out and prairie fires are common. Spring opens up with heavy dust-laden gales from the west and southwest and much of the planted grain is blown into the next county. Occasionally hot dry winds will burn out the growing crops and the summer temperature is very high. The autumn comes very late and the winter is mild, accompanied by a very scant snowfall. In the rain belt (altitudes below 2,000 feet), the crops obtained are smaller in yield. Deep rooted crops fare best, while those whose roots are near the surface suffer more or less and tree fruits, if not caught by the frosts in spring, are usually of better quality than in the rainy period. The long mild winter has a tendency to start fruit trees to blooming prematurely in February and the severity of the frost in March or April determines the quantity which will mature. A long, cold winter prevents precocious blooming and makes possible a maximum fruit crop. If the weather is moderately dry at the time of maturing, the crop will be of good quality and large in quantity.

The recurrence of these cycles of wet and dry periods is due to natural laws which are not fully understood. The most plausible explanation is that they are dependent upon the presence or absence of spots on the sun. The rainy years accompanied by cyclonic disturbances have been observed to occur when the sunspots covered a large part of the sun's surface and that the dry years occurred when they were very scarce or absent. The sunspots were most numerous in 1882-3, 1904-5, and will be due again about 1914-15. They were almost entirely absent in 1889, 1900 and 1911. They seem to appear at intervals of nine or eleven years

and it is suspected that certain planets in their orbits approach close enough to the sun to cause disturbances in the rays of sun which produce the spots. The sunspots are most numerous about five years after being absent, covering more of the sun's surface each year; after that they decrease for about five years until they disappear. The alternate periods of dearth and plenty have been observed since man began to till the soil and will continue as long as man inhabits the earth.

As we must realize that the weather conditions are permanent and these excesses of drouth and rainfall will continue, it would seem that local conditions in many places could be vastly improved, if the irrigation and drainage problems of the Mississippi Valley and the Gulf Coast country were treated as one problem instead of two. The farm lands near the northwestern headwaters of the rivers, need the water which is inflicting enormous damage through overflows at the lower reaches of these streams. The problem should be treated as a whole and complete irrigation, drainage and navigation system and not be divided into a half thousand local problems, each to be solved by itself without regard to the status of the other local problems. The various drainage and levee boards, state legislatures and the national government have expended many millions of dollars in the attempt to control the waters of our great rivers. Several thousand miles of levees have been built with a view to keep the rivers from spreading over the adjacent lowlands, but the levees have never entirely served their purpose.

The central valley of the United States, extending from the Alleghanies to the Rockies and from the British possessions and Great Lakes region to the Gulf of Mexico, is deeply concerned in the storage and distribution of the headwaters of the Mississippi river system. This concern is not of recent origin, it began with the settlement of the interior, but in times like the present, when the cumulative floods of a score of rivers are emptying into and swelling to uncontrollable dimensions the lower stretches of the continental waterway, it becomes more than usually acute.

The gradual removal of soil sufficient to supply the needs of millions, over the entire Mississippi basin, through the steady and stealthy process of erosion is a serious problem. The floods sweep the wealth of an empire into the sea year after year. They do far more harm by washing

the headlands than by inundating the lowlands. From Western New York to the eastern slope of the Canadian Rockies and down through the narrowing valley, the movement of the surface soil is ever downward toward the Mississippi delta.

How few there are who stop to figure what this means; who take pains to comprehend the immensity of the destruction wrought annually by a water system that should, on the contrary, be contributing immensely to the constructive energies of the nation! The total discharge of the Mississippi River in a single year is 18,100,000,000,000 cubic feet, or sufficient to cover the whole Mississippi Valley to a depth of seven and one-half inches. One-fourth of the rainfall of the entire valley passes down through this channel to the gulf. But there is something more than rainwater. The river carries annually in solution 400,000,000 tons of earth washings, or an amount sufficient in volume to constitute, when pressed and dried, a block one mile square and 360 feet high. And this process has gone on through the centuries, rendering great areas in the upper mountain regions barren; unless checked by man, apparently it will continue until the soil that enriches the prairie provinces of Canada and the great wheat belt of the Dakotas and Minnesota, and the corn lands of Nebraska, Kansas, Iowa, Illinois and Missouri, becomes as thin as that on the hillsides of New York, Pennsylvania and West Virginia.

There is nothing dreamlike or fanciful or even theoretical about the remedy. Engineers have already solved the problem of flood prevention, water conservation, and water distribution. The reservoir or storage system is as much a fact as anything that is planned and awaiting execution. All that is necessary to the carrying out of the scheme is state and government financial aid. From the very beginning of the work of storing the waters of the Mississippi tributaries, waste will be checked and power will be developed. The prevention of freshets alone will pay, many times over, the interest on the cost. But this will be a small matter compared with the transforming of one of the most destructive into one of the most useful agencies in the nation.

In time of high water there is sure to be an inundation somewhere and a consequent loss of crops. The national government has expended many millions of dollars to maintain the navigation of the larger rivers and much of this work goes to naught because the next high water will

undo the work already done. To attempt to control a mighty river near its mouth is almost as effective as was Betsey Patterson's attempt to sweep the high tide out of her front parlor.

The effective work can be done near the headwaters and on the hundreds of small tributaries which combine to make the main stream. The farmer in the arid region is his own rain maker. He irrigates solely because the rainfall is insufficient. He is seldom liable to have his crops damaged by excessive rainfall, and in consequence he produces a better article than his colleague who depends exclusively on the rainfall to water his crop. His crop is not liable to be flooded and a drought he meets complaisantly by turning on the water from the ditch. The growth of the arid West is limited only by the quantity of water available for agricultural pursuits. All the water so far found is not sufficient to irrigate one per cent of the entire area.

The section of country which needs irrigation is that lying east of the 102d meridian and extending from the British possessions to the Gulf of Mexico. It is the "rain belt" in which the inequalities of climate, irregular precipitation, and other causes contrive to make farming a risk rather than a certainty. The drouth years of 1896, 1901 and 1911 should convince the farmer that irrigation is a good thing, but the writer is not sanguine that the average farmer has energy enough to build dams and ditches if he can make a half or a fourth of a crop without. Its much less work to charge the loss to Divine Providence and let it go at that. At present the best fertilizing elements in the soil are washed into the streams with every rain and are lost to the farmer for good, and the water which now runs off the land would be very useful to the growing crop a month or two later. It takes 2,000 pounds of water to produce one pound of wheat and two pounds of straw, and to produce 40 bushels would require 4,800,000 pounds of water which must be evaporated through the leaves. Supposing these forty bushels to be the crop from one acre, the crop will have absorbed and evaporated the equivalent of a rainfall of 21.17 inches, which must either be in the soil or be precipitated during the actual growth of the crop. Whatever is actually lacking in the water supply will be lacking in the yield of the crop. Not one out of one hundred farmers get the yield the crop is able to make under the right conditions. Farmers in Montana have produced 113

bushels of wheat to the acre, some of the southern corn club boys have produced 227 and 228 bushels of corn, and a Colorado farmer produced 960 bushels of potatoes to the acre.

The water flowing in the hundreds of small tributary streams should be stored against the time of drouth. Three-fourths of this work could be done by the farmers themselves without any material outlay of money if they felt so disposed. There are thousands of places where smaller or larger storage dams could be easily and cheaply built by the resident farmers, and which would hold back enough water to irrigate a number of farms and provide a heavy dewfall for the farms which the canals cannot reach. The creation of several thousand of such lakes, reservoirs or tanks would not only benefit the farmers who are using the water on their land, but would have a direct influence on the climate of the locality in which they are built and would greatly increase the rainfall during hot drouthy summer months. An enormous waterpower would also be created for which in time ample use could be found. The seepage from these lakes, canals, and from the process of irrigation will form thousands of springs in the river beds and about sixty per cent of the water thus stored will slowly get back into the rivers and create a permanent flow where there was only an intermittent torrent before. The flow will be maintained all the year round in the small streams and tributaries and an ample and permanent stage of water in the navigable streams. There will be no high water as we know it now, no flooding of valuable farms and no need for enormous levees and dykes, which are ineffective against the combined power of all the streams and tributaries, but more than good, if the headwaters are prevented from coming with a rush on the "June Rise," etc.

The building of such a system of works looks like a tremendous undertaking, apparently requiring the investment of many millions of dollars, yet such is not necessarily the case. The money lost in a single drouth year in the semi-arid territory, or the losses of one year resulting from overflows at the lower reaches of the rivers amounts to more than would be sufficient to build all the dams, canals and ditches needed. Three-fourths of the irrigation canals in Colorado, Wyoming, Arizona, California and New Mexico were built by the farmers without any outlay of money.

In later years larger enterprises were undertaken by incorporated irrigation companies and in the last ten or fifteen years the most difficult propositions were solved by the national government. In the so-called "rain belt" east of the 102d meridian the impounding of water serves more than one purpose. It stores water for irrigating in the immediate vicinity, it changes the climate so as to provide a more regular precipitation for the lands not reached by the canals, it provides power for electric plants, which can be used at a distance, but above all things, it maintains a normal flow, preventing disastrous overflows as well as maintaining navigation in the larger streams. The water impounded in an artificial lake in Nebraska remains in Nebraska, until it has helped to produce a crop and then by seepage finds its way into the rivers at a time when their flow under ordinary conditions would be at its minimum. The construction of that artificial lake or reservoir in Nebraska is a distinct benefit to the Nebraska farmer and also a decided benefit to the farmers along the Mississippi River in the states of Kentucky, Tennessee, Mississippi, Louisiana, Arkansas and Missouri, because that particular body of impounded water cannot possibly reach any of these states in time to do any mischief. Multiply this little lake by a thousand lakes and every large river in the United States is under absolute control. If it is wise to store money in the bank or grain in the granary, why should it not be wise to store the water in the time of plenty against the time of need? The soil without an abundance of water is worthless and in an irrigated country the right to use the water is worth from \$25 to \$500 an acre. If it insures a larger and better crop to the farmer in the "rain belt" is he not foolish if he does not conserve his water supply?

Fully two-thirds of this work can be done by individuals or small associations of farmers near some water course. Work in-

telligently applied is in most cases all that is needed. For the larger undertakings an irrigation or a drainage district can be legally organized, but most of the enterprises will be small. The purpose is served by holding in reserve the waters of the small creeks, which are torrents at times and dry a large part of the year. A good engineer can locate the dam and canals for a dozen or more farms in less than a week's time and with the lines once staked out, men, horses and scrapers can easily do the rest. A half dozen energetic farmers along almost any small water course can impound water enough to make their farms absolutely drouth proof. A water course which is dry three months in the year by the construction of a series of dams and canals can be converted into a fairly respectable running stream.

There should be in all undertakings of this kind close co-operation with the national government and whoever does the engineering work should be in touch with the government engineers whose specialty is irrigation and drainage work, because any of this work done anywhere in the "rain belt" has a distinct effect on and relation to the conditions in other parts of the country. The plan above outlined should be worked out in detail. It could be easily ascertained how much water should be impounded at the headwaters to prevent overflow at the lower reaches and to maintain navigation. Much of the money now used for maintaining and building levees and for dredging streams could to advantage be used in impounding water for irrigation or for draining lands which are now permanently flooded, such as the coast marshes or inland swamps. The principal need is a systematic investigation of the problems as a whole, each proposition to be studied with a view to ascertaining what effect it will have on the country at large.

Tonaca, the High Priest

A Story of the Rio Grande

"From what you say one would be led to think that all the Chihuas* are fools and that there is not now, and that there never was a wise man in the tribe. Come this evening after supper, and maybe I can tell you

something about one, at least who cannot be rated as a fool."

Eusebios' house in San Elizario was open when I called with a pocketful of cigars. Three old men were with him to vouch for

the correctness of his story, and my dollar's worth of cigars was well used up by the time he got through. The story was rambling and full of repetitions and an occasional correction was made by the old men, but in substance it is given below:

It was in the days before the coming of Montezuma among the Chihua people, bestowing upon them his manifold blessings, that there lived among our people a great wise man and priest, who understood the curing of nearly all ills, and knew the sacred properties of all plants that grew, and whose prayers and incantations never failed to bring rain when it was needed. He commanded the southeast wind to sweep through the Rio Grande valley and bring with it the clouds that held the rain. His name was Coconai, and he was of the clan of the snake in which had rested for centuries the wisdom of the tribe.

The men of the clan of the antelope had been ambitious for ages to produce a great man, whose fame should reach the remotest Pueblo villages, and so they did when it came to warriors and hunters; but none of that clan had been able to commune with the great Unseen, learn His secrets and acquire the wisdom and powers of priesthood. Now, among the young men of the clan of antelope was Tonaca, who frequently retired to the mountains and prayed and fasted many days, and so he did for several years until there came the year of the great drouth and the grass dried up on the plains; the game starved and died and the Rio Grande had ran so low that the people had to dig in its bed for water. Coconai had predicted this drouth the previous year and had warned all to save their corn and waste nothing.

This drouth continued into the second year, but Coconai when appealed to to pray for rain had sadly shaken his head and said that the sins of the people of Chihua had been too great and numerous, and until they had made sufficient prayer and sacrifices his and their prayers would be unheard.

Upon hearing this, young Tonaca again went to the mountains and fasted and prayed and when he returned he declared that he had seen sights and that he had received the power to make rain; that not the people of Chihua, but the clan of the snakes were to blame; that the priests of this clan had grown so arrogant in their powers as to offend the great Unseen, and that he, Tonaca, was the only one in the tribe of the Chihuas whose prayers would be heard;

all those who decried his powers and did not join in the ceremonies would be severely punished, and those who prayed against him would bring destruction upon the tribe. On the morrow he would pray for rain and be heard.

There was great murmuring in the tribe; some wanted to slay Tonaca at once for committing a sacrilege, others rushed to his defense and for a short time there was danger of bloodshed. The clans of the rabbit, coyote, bear and others whose interests were not affected by the rising of a new priest threw their influence to Tonaca, and so it came that he made his prayers in the morning.

And when the morrow came Tonaca mounted the highest house in the village and began his rain dance and his prayers. Below him on the ground stood the whole tribe, except the clan of the snakes, whose priests had retired to their estufa.

Tonaca prayed all day and all night and ten quiverfuls of sacred arrows he shot into the sky and when the sun resumed its journey through the sky the next day, there arose in the west a black mighty cloud which rolled rapidly eastward to meet the sun. Rolling and tumbling and roaring, it at length enveloped the village, covering it, the river and the country about with a thick layer of acrid dust and sand. When the cloud had passed, the sun shone calmly over a desert. The growing corn, the beans and the pumpkins had been buried in the sand brought by the cloud and the little water there was in the river had been sucked up, and for the people of Chihua there was nothing to eat and nothing to drink. When the people of Chihua realized the magnitude of their disaster, they cried aloud in their wrath: "Slay the impostor; sacrifice him! stone him! stone him!"

But Tonaca was wise if not beloved of the great Unseen. For when he beheld the disaster he had wrought, he sprang from the roof and fled for his life, and though they sought him far and near they found him not, nor any traces to show whither he had gone. It was a hard winter for the people of Chihua; some died of starvation, but the next year and many thereafter were years of plenty.

The clans of the antelope, rabbit, coyote and bear admitted their error in supporting Tonaca in his claims to the priesthood and in atonement made the proper prayers and sacrifices, and so for a third of a generation the priests of the clan of snakes reigned supreme in all earthly and spiritual

matters. As to Tonaca, it was believed that the evil spirit of the sand storm had carried him off in punishment for his sacrilegious work. Later on it was rumored that he would return again, possessed of powers mightier than ever for good or evil.

And after one-third of a generation, in the midst of a terrific rainstorm, there came back to the village of Chihua in the robes of a high priest Tonaca. The people had forgotten their anger, but remembering their disaster fled from him as from an evil spirit. Coconai and the priests of the clan of the snakes, though fearing him, defied him and warned the people to deny him shelter and food.

Tonaca in his wrath walked through the streets of Chihua, and waving his sacred wand of eagle feathers proclaimed aloud that he was the master of the waters and that in three days he would cause the waters of the Rio Grande to flood the valley from mesa to mesa, unless the whole tribe appeared before him with proper deference. Before daylight came, the next day, the river had risen beyond its banks and the irrigation ditches began to break and the water to creep in the low places between the houses. Then came timidly the men, women and children and the priests of the clan of the snake and in proper deference acknowledged their error, and Tonaca addressed them and said: "The waters shall subside and do you no harm. A third of a generation has passed since I prayed for you for rain; Coconai, the sorcerer, and the other priests prayed against me and so did many others, and those that trifle with sacred things are punished. Me, the exalted, the cloud carried to the place from which comes the rain, and there my powers over the waters have increased. It is now ordered that Coconai and the nine other priests of the clan of snakes go with me to the place whence comes the rain and where I will show them who controls the movement of the waters."

It was a long weary journey of sixty days to the West that Tonaca led Coconai and the nine old men of the clan of the snakes. Finally they came to the great sea to the West and Tonaca led the ten to a small hill on a level plain on the edge of the sea and far away from the hills. On this hill he bade them pray and declared that he would pray and cause the waters to rise.

Tonaca prayed long and earnestly and all around him the water began to rise through the ground. The waves began to rise and flow toward the hill on which they stood.

The great plain was covered with water, which rose to the top of the hill and lapped the feet of Coconai and his priests. The waves rose higher and higher and up to their armpits and buffeted them to and fro and all around them was a waste of waters, and Coconai and the priest of the clan of the snake besought Tonaca to cease his prayers, but he heeded them not until the water had reached their chins. Then he declared that he would pray for the waters to subside and behold the waters began to fall away and each wave became smaller, and as the sun was setting the plain was again free from water and they walked back to their camping place. On the morrow Tonaca ordered them again to the hill, but the ten priests prostrated themselves before him and acknowledged him to be the high priest of the people of Chihua. Before returning home Tonaca declared that he would pray that the waters rise and fall ever thereafter and pledged the clan of the snakes to send a priest to the great sea once every ten summers to see that the waters rose and fell as he had bidden, and they did so for several generations.

When Coconai returned to Chihua, he and his priests heralded the wonderful news far and wide and no one thereafter questioned the miraculous powers of Tonaca, who lived for many years among the tribes on the Rio Grande and was in the highest repute as the most powerful priest the Pueblos had produced. He made many new laws and introduced new ceremonies and made the antelope clan a priestly clan.

Many generations after Montezuma, whose memory is still alive among our people, came the conquistadores and a new priesthood. To one of the new priests was related the story of Tonaca, master of the waters, and at the ending of the story this priest and a number of others nearly fell from their chairs with laughter, and this priest then explained to our people that the great sea in the West had fallen and risen for ages before Tonaca was born and would continue until the end of time, and the last priest of the Chihuas who visited the sea, now called Golfo de California, made diligent inquiry, and it was indeed so; Tonaca, the priest of the Antelope clan, was a wise man, for he hoodwinked the tribe for five generations.

*The Chihuas, Seneca's and other Pueblo Indian Tribes have lived in the Rio Grand Valley of Texas and Mexico for half a millennium. The Chihuas still occupy the villages or towns of Ysleta and San Elizario in El Paso County, Texas. All of them have been taxpaying citizens for more than half a century.

Glass Making in Louisiana

During the past year (1911) two large glass manufacturing plants have been established at Shreveport, La., and a third plant at Texarkana, Tex. The abundance of very cheap gas fuel, the proximity of great deposits of quartz sands used in glass making, and the splendid transportation facilities possessed by both cities, have made this locality particularly desirable for this class of manufacture. The Texarkana plant manufactures window glass. Of the two plants in Shreveport, the Caddo Window Glass Company makes window glass only; the second plant is engaged in the manufacture of bottles and other containers.

The Caddo Window Glass Company has its plant in the Cedar Grove or Factory Site Addition to Shreveport. It was ready for operation in January, 1912, and was in full operation before the end of the month. The gas is supplied through a pipe eight inches in diameter and twelve miles long, representing an expenditure of \$25,000. The plant employs 300 men, who work in shifts of eight hours each and will keep it going day and night. The first glass sand and salt cake used was brought in from New Orleans, as the local sand beds have not been ready to mine, but will be developed as soon as possible.

The furnace in which the glass will be made is too immense to be comprehended at one glance. It is 92 feet long, 40 feet wide and weighs 600 tons. Its capacity is 800 tons of molten glass. It is here that the glass is made, the process being essentially as follows:

Manufacture of Glass.

The correct quantity of "color," which is nothing but glass slag and glass which has been allowed to cool in bulk and then broken to pieces; is first put into the furnace and melted. The glass sand and salt cake, already prepared in the mixing room, which occupies half of a building 60x220 feet, the other half of which is occupied by the power plant and blacksmith shop, is then added to the "color," until the furnace is "loaded." After the mass has been melted sufficiently the blowers take charge of it.

The glass to be blown is taken from the opposite end of the furnace on the end of a blow pipe, weighing about six pounds. During the process of blowing the glass cylinder cools and in order to be blown properly has to be reheated. For this purpose other furnaces are provided, their doors opening upon the blowing platform.

When the cylinder has been blown to the proper dimensions it is cut from the blow pipe by passing a piece of cold steel around it. From the blowing platform the glass is taken to the flattening and cutting room, where it is again heated and flattened out into sheets and cut into various sizes for shipment and storage.

The furnace room of the factory is 160x160 feet. Flattening and cutting room, 120x160 feet, and the warehouse, 130x160 feet. Underneath the flattening room is the box factory, where all crates used for shipping the product are made. All machinery used in the plant is driven by electricity manufactured in the factory's power plant.

Three hundred carloads of material were used in the construction of the plant, among them being five carloads of fireclay and brick, imported from Germany. The latter products are used for lining the melting furnace and the four annealing furnaces.

The materials required to keep the plant running one day, twenty-four hours, are 1,000,000 cubic feet of gas, ten tons of sand and five tons of salt cake. The monthly pay roll will reach \$24,000 and the average day's output will be approximately 900 boxes of glass, there being fifty square feet of glass to the box, or a total of 45,000 square feet of windows.

The factory, which will be the seventh constructed under the management of August Boulanger, president and general manager of the Caddo company, is the third largest establishment of its kind in the United States. Mr. Boulanger has built and operated glass factories in France, Germany, England and the United States, and ranks among the highest in his profession.

Of the other three industries to be located at Cedar Grove, only one has reached

the stage of active construction, it being the Shreveport Bottle & Glass Company, which, as shown by its title, will manufacture glass products other than window glass.

The first portion of this factory to be built will be the floors, which will be entirely of cement, and cover an area of approximately six acres. Ten buildings, each a factory in itself, will comprise the plant. The outlay here represented when the plant is completed has been estimated at \$130,000, although the exact figures are not known.

Backed by Indianapolis capital, this enterprise is moving from Indianapolis, machinery, employes, and all, with the exception of the buildings. Construction will begin within a very short time, the date set for beginning operations being May 1st. Four hundred men will be employed by this plant at the outset.

The Texas Glass Company at Texarkana, which manufactures window glass only, is now in operation its third year and has developed a good business. It has 190 employes and maintains a monthly pay roll of \$22,000.

Poteau, Okla., a Prosperous Manufacturing City

About fourteen years ago the national government concluded that the crossing of the Kansas City Southern and the St. Louis & San Francisco railways, now in LeFlore County, Oklahoma, would make a good location for a new town. A town plat was accordingly surveyed and the lots sold. Since that town lot sale the new town has made a steady and healthy growth. Its citizenship was wide-awake, energetic and enterprising, and at present numbers 2,500 or more. It is the county seat of LeFlore County, which has within its borders over 200 miles of railway. It is the center of the Oklahoma-Arkansas coal district, and is underlaid with coal and surrounded by coal deposits. Coal mining is the most important industry at Poteau. There are 141,000 acres of coal lands in the immediate vicinity, and the coal is found in three veins or deposits, assuring an immense supply, which may last several hundred years. The several mines now in operation, within one-half to six miles of the city, when in full operation, employ 600 to 700 men, though the coal mining industry is yet in its infancy. Good steam coal can now be laid down in Poteau at \$1.25 to \$1.50 per ton. When in full operation, the average daily output of the existing mines is 100 carloads. Poteau is abundantly supplied with natural gas, as a number of wells have been bored, and one of the largest wells yields 3,000,000 cubic feet of gas per day, and has a rock pressure of 300 pounds per square inch. When used in large quantity it can be delivered to a manufacturing plant at the price of three cents per thousand cubic feet. There are

two oil and gas companies incorporated at Poteau. Both are firmly convinced that there is oil in that section and they are vigorously boring for it. They have developed an enormous supply of gas and the finding of oil, in their opinion, is only a question of boring for it. The man seeking a factory location at Poteau need have no misgivings as to obtaining cheap fuel in the greatest abundance.

The water supply for manufacturing purposes is likewise abundant and of excellent quality. The sources of supply consist of a fine artificial lake, fed by springs from the mountains west of town; a natural lake two miles long, one and one-half miles south of town, and the Poteau River, which is navigable for small boats from the mouth up to Poteau. The water from all of these supplies is of the very best for steam making purposes and is a good, potable water for man and beast.

The railway facilities, the Kansas City Southern, the St. Louis & San Francisco railways, running through the city, and the Rock Island Railway, six miles south, with transfer rates, are ample and furnish an outlet in all directions.

The raw materials immediately at hand consist of great beds of valuable clays and shales, good for the manufacture of brick, vitrified paving bricks, sewer pipe, tiling, pottery and other clay products. The present pressed brick and tile plant at Poteau has a capacity of 20,000 bricks per day.

One hundred and forty-one thousand acres of coal land have been tied up by the government for several years, and pending this period of time could not be mined. Within

a reasonable time this coal will become available for mining and be either sold or leased by the government to responsible parties, who will open up mines and also establish a coke-making industry. Asphalt is also abundant and in time the beds will also be developed.

The surrounding country abounds in valuable hardwood timbers, including oak, hickory, ash, gum, elm, sycamore, etc., etc., affording good opportunities for the establishment of wood-working plants of all kinds; good pine timber is also within easy reach. There are now in Poteau, one yellow pine and two hardwood sawmills, the latter having a combined capacity of 25,000 feet per day and the pine sawmill a capacity of 40,000 feet. There are also two planing mills and a spoke and handle factory, the latter employing about seventy-five people. The products from this factory are shipped to all parts of the United States and some are sent abroad. There is available, and within easy reach, an abundance of good timber for the manufacture of furniture, wagons, cooperage, boxes and crates or woodenware of any kind, and it will pay the manufacturer in these lines well to examine Poteau and its industrial resources before deciding definitely on a location.

Lead, zinc, antimony and iron ores are found in the Arkansas counties, south of Poteau. Their presence in sufficient quantity to warrant extensive mining operations has not yet been determined, but if such is the case, Poteau, with its abundance of cheap fuel and other facilities, would be the logical location for a smelter and mineral paint works.

The present annual cotton production of the immediate vicinity of Poteau is from 2,000 to 2,500 bales and sometimes more. The production of cotton can be indefinitely increased. There is room at Poteau for cottonseed oil mills, for fertilizer works, for cotton cloth mills and for woolen mills. The present payroll of Poteau is about \$50,000 per month, and when all the coal mines are in operation it is larger. The city wants a bigger payroll and possesses the raw materials to warrant it. It has some free building sites properly situated and is ready and willing to help a good thing along in other ways. The Poteau Commercial Club is always pleased to hear from a man with a proposition involving a payroll.

The city of Poteau is 326 miles south of Kansas City, Mo., and has an altitude of 500 feet above sea level. It is located on

a plateau, which rises above the bottom farms of the Poteau River to the north, east and south, and Brazil Creek to the west and northwest. Sugar Loaf and Cavanal mountains, both underlaid with great deposits of coal, are within easy reach. It is substantially built, nearly all the business structures being of brick or stone, fronting on wide streets. The residence portion consists mainly of frame buildings of attractive design, set on large lots, generally well grassed or planted with trees or shrubs.

The assessed value of all taxable property in the city is between one-half and three-quarters of a million dollars and the municipality is entirely free from debt. There are in Poteau three prosperous banks with \$400,000 deposits; some twenty-five or thirty mercantile houses, carrying large stocks, four hotels, a fine graded school building, eight religious congregations, which have buildings of their own, two commodious lodge rooms, an electric light and ice plant, a municipal waterworks system and a sewer system, a gas and electric light company, an ice plant and cold storage plant, bottling works, two large bakeries, steam laundry, cotton gin, two newspapers, printing office, and minor enterprises. During the year ending June, 1911, there were constructed twenty new dwellings, costing \$15,000; two brick business buildings, costing \$6,000, and one costing \$15,000; a new ice plant, costing \$20,000; new theater, costing \$20,000; waterworks and sewer improvements, \$40,000. Much work was done in grading and paving the streets. Four new mercantile concerns, with stocks valued at \$10,000, established themselves, and a number of large gas wells were drilled, and a pipe system for distribution was laid. At the present time there is under construction a large cannery, which is to be ready for the 1912 crop of fruits and vegetables.

The rolling hill and prairie lands immediately surrounding Poteau are as good as any that can be had elsewhere, for general farming and for fruit and truck. About 25 per cent of the acreage in the vicinity has been under cultivation for a number of years. Large quantities of cotton and considerable numbers of livestock, principally cattle and hogs, are shipped from this point. Fruit, poultry and truck are produced in large quantity, and are handled by two fruit growing companies, by a local potato growers' association and a fruit and truck growers' association. During 1911, they shipped out 15 carloads of

peaches, 7 carloads of Irish potatoes, 2 carloads of apples, 500 crates of plums, 500 crates of grapes, 2,000 crates of truck, 2,000 bales of cotton. Irish potatoes are grown twice a year on the same land, and the ordinary truck farm products consist of peaches, berries, cantaloupes, melons, vegetables of all kinds, poultry and eggs.

In the bottom lands of Poteau River and Brazil Creek great crops of corn, cotton and forage are obtained. Crops of 60 to 80 bushels of corn or one bale of cotton to the acre are not uncommon. Wheat and small grain yield as well here as elsewhere. Good tillable land within three to five miles of Poteau can be had at prices ranging from \$10 to \$30 per acre. A large part of the 440,000 acres of coal land segregated by the government is located in LeFlore County, near Poteau. By virtue of a recent Act of Congress all of this land is ordered to be sold as soon as a proper survey of it can be made and the lands can be appraised. In these segregated lands, the government retains, for the benefit of the Indian Tribes, the ownership of the coal. The surface only is sold for agricultural purposes. The engineers have recommended to the government that 2,000 acres surrounding Poteau be divided into five-acre tracts and be sold to homeseekers desiring to engage in fruit and truck

farming, poultry raising, dairying, etc. Several months will pass before these lands will be ready to sell. Other good lands are, however, in market and a good farm, at moderate prices, can be had at any time. Before the close of the year all the segregated coal lands surrounding Poteau (141,000 acres) will be offered for sale by the government, subject to the coal rights retained by the government for the Indian owners. During the past year 6,000 acres of new land were placed in cultivation. The new comers paid from \$6 to \$20 per acre for their lands. The crops cultivated in 1910-11, consisted of 3,000 acres in corn, 1,000 acres in oats, 4,000 acres in cotton, 200 in apples, 500 acres in peaches, and 300 more in potatoes, broom corn, berries and miscellaneous crops.

BUSINESS OPPORTUNITIES — Wanted: Grocery stores, gents' furnishing store, hardware and furniture store, hotel, notion or racket store, hide and fur buyer, produce dealer, tailor. Good openings for brick and tile plant, foundry, machine shop, furniture factory, wagon works, fruit box factory, flour and grist mill, sawmill, chair factory, cooperage, fruit evaporators, coal mines. Raw material of every kind abundant and cheap, gas and coal mined at home for fuel. Address, Business Men's League, Poteau, Okla.

The Horatio Orchard

Agricultural and fruit growing activities are now conducted on a larger scale in some parts of the Sunny South than ever before. Many of the people of the North have heard so much about the great plantations of the southern states, which contributed so largely to the nation's prosperity, pleasure of life and social distinction from fifty to seventy-five years ago. Many of these great plantations were almost obliterated in that unfortunate incident in our country's history—the Civil war—and many might think that that was the end of large agricultural enterprises there. Such, however, most emphatically, let it be said, is not the case.

Agriculture has come to take a most important place in the industries of the South. Instead of the hundreds and even thousands of acres under one owner, being run in an ordinary, come easy, go easy, hit or miss manner, dependence being placed

mainly on the unsurpassed fertility of wonderful virgin soil, as it was in ante-bellum days, they are now managed according to the same close business principles that make for great success in any important industrial business in the country. Both science and hard headed business acumen, combined with that very prolific soil, is making the South continue to blossom in golden prosperity. This may sound a little like the land boomers' literature, and to clear it of that stigma, it may be said that farming and fruit growing in the South require the same hard work and careful attention that they do any where.

The owner of his acres cannot go out onto the land, poke down a seed here and there, and then step aside to let a "Jack and the bean-stalk" growth whizz up. He cannot happen around the next day, sit under the tree that has developed over night and let the zephyrs drop the golden

fruit into his lap. Nothing like that. He must work just as hard there as any where, if he wants to succeed in farming.

That has been the experience of the Southern Orchard Planting Company, growers of the "Double P" brand (Perfect Peaches), who own a 3,000-acre peach orchard, located between Horatio and De-Queen on the Kansas City Southern Railway, in Sevier County, Arkansas. It is all in one somewhat oblong shaped strip of land, three miles wide and seven miles long, and is planted entirely to Elberta peaches.

The company is a \$150,000 corporation, and the returns have substantially warranted the investment. The officers are: L. E. Chase, president; James M. Chaney, vice-president; S. G. Warner, treasurer, and C. V. Norfleet, general manager.

It was from the latter that the writer secured his information. Mr. Norfleet said that the kind of land best adapted to peach growing is a good, strong top soil, with some mixture of gravel and with a clay subsoil. However, the contour of the land and the air circulation are just as important points to consider as the soil itself. In planting the orchard the trees were set twenty feet apart. The cultivation each year varies according to climatic and general conditions, but the orchard at all times is kept in as careful a state of cultivation as any small plot of ground belonging to the average family gardener. The land seems to be located in an especially favored spot, inasmuch as there has never been an entire crop failure even when there have been peach failures in that vicinity.

The great orchard is divided into sections of about sixty acres each. A man and his family occupy a comfortable house on each section and he is responsible for the thorough care of those sixty acres. It is up to him to produce results. The head of the family is given a plot of ground for a garden, and besides that he is paid a good price for a specified cultivation in the orchards. All the ordinary comforts of life are to be had. There are about fifty such families making a splendid living for themselves and incidentally producing heavy returns for the company. A general superintendent is placed over all the men and he keeps in constant touch with all his employees, watching and directing the progress of the work. Good roads intersect the orchard in every direction, which are essential for the reaching of the different sections with teams and for the transportation of the crop to the shipping station on

the railroad spur, which the Kansas City Southern built into the orchard.

As often as is possible, the general superintendent visits all sections, watches the growth, confers with the different tenants and makes such suggestions and outlines such plans and changes as the exigencies of the case seem to demand.

The company has its own school for the children of the fifty families and they also own a church, which is free for the tenants to worship in. Families living in the orchard are infinitely better off than are the average family of the South, and the longer they remain in the company's employ and render faithful, efficient service, the better their condition becomes. Many of those people of the southern states live a hand-to-mouth existence with but little thought of the morrow. They did not feel that it was necessary to do extra work now in anticipation of the future, as they thought when the time came they would get along some way. Such servants cannot give to the company what they are paid for, so the company carries on a system of education along the lines of making them more provident. For instance, each housewife is required, by contract, to put up a stated amount of canned goods, preserves, etc., for winter use. That was, like many other such rules, a hard matter to bring about at first, but gradually the people have worked into it and now that they find that it is for their own great good to provide for the future, the company's system of education becomes easier.

The company usually starts harvesting the peaches from the 4th to the 8th of July, and three weeks are required to strip the trees. From 2,000 to 2,400 people are employed, also 200 teams. All help, when hired, is classified as follows: Packers, pickers, teamsters, car-loaders, crate-makers, office help, inspectors, graders, gate-tenders, water boys, general workmen, cooks, waiters, foremen, top-nailers and truckers. Each man is given a large button with a pin in it, which is worn on the breast of the person. On the button is printed the occupation and number of the worker, which classifies him on the office records, instead of by the use of the name. In such a big business the number system is a great convenience over the use of the names, as the Toms, Dicks and Harrys occur in such a bewildering frequency that a correct record, with the use of the full name, is a work too great to be contemplated.

A careful record is kept of what each "number" does, and in that way leaks through the loss of time or efficiency are quickly detected and as quickly remedied.

The harvesting help comes from all over that section of the state, and there is never a shortage. It is a curious conglomerate assortment that assembles on the peach farm, although in the main, the people are as good a class of people as could be drawn together anywhere for such work. Many are attracted there by the lure of an outing, with profitable work thrown in, and others by the lure of the good, honest dollars which are to be earned.

For those who wish to board themselves and enjoy the pleasure of getting down to primeval nature, camping grounds, high and dry, are provided. There is a plentiful abundance of good, pure water to be had, and the comforts of life in those camps are many. After the day's work is done, there are the long, cool and delightful evenings to be spent under those soothing Southern skies, which make camp life in the Arkansas peach orchards about as charming as any that can be found in any of the most widely advertised summer resorts.

Many town and city dwellers spend their vacations in this way, taking along the whole family, as they all fit in some capacity or other, from the little chaps who work as water boys, up to the grown-up members of the family, who are assigned to the varied and important branches of the harvesting work. Such outings are full of pleasure and healthful outdoor exercise, and the people return to their homes after the three weeks among the peaches with a good snug sum to help tide them over the months to come.

For those who do not want to camp out the company has erected a large hotel, where good rooms and board is to be had at actual cost to the company, so that the worker has a square deal in every way. The food supplied is all prepared by the most competent cooks, and although no one would mistake the method of serving as being those of some of the swell city restaurants, nevertheless they meet the employees' wants far better, and all of them are satisfied—which is saying a good deal when the tendency of the average boarder all over the world to "kick" is considered.

Besides the hotel for the employees, there is another—a special hotel for the buyers who represent the principle firms in the produce business of the country. Every effort is made to accommodate those men so

that it is not necessary for them to leave the grounds during the harvesting season. There is a special Western Union Telegraph Office near the hotel, which uses a special through wire to Kansas City. This insures the buyers efficient service, which is one of the important considerations in the fruit growing enterprise.

Great care is exercised in pruning the peach trees and the work is done along the company's own original ideas. The lower fruit spurs on the trees are not entirely pruned, as is the case in many orchards. That has proved very practical, as the past season most of the fruit came from the lower timber. They also prune so as to get a low, robust tree of large circumference, which is pruned to a balance. For that reason a ladder has never been used in the orchard to pick the fruit. Mr. Norfleet says he has examined peaches grown in many different sections of the country, but has never found anything to equal the fruit grown at Horatio in size and quality. It also has a perfect color, form and flavor.

The marketing is a very simple matter for the Southern Orchard Planting Company. As they have been very careful to give their patrons honest treatment and perfect fruit on all occasions, they find no trouble in selling all the fruit they can produce. Fruit from this farm has a wide reputation for excellence.

The greatest trouble the company has to contend with in the orchard is the sting of the curculio. There is no spray, Mr. Norfleet says, which will entirely overcome the trouble and still not damage the tree and fruit to as great an extent as the curculio itself. By watching the stinging of the fruit by the curculio, they found that the peaches which had been stung would mature and fall off the trees before the normal peaches were ready for harvesting. As an experiment, after the crop was picked, they turned a large number of hogs into the orchard to eat the fallen fruit. When the curculio stings a peach it deposits its egg in the fruit, which then falls. Then the hogs come along, eat the fruit, likewise the eggs, so that with a sufficient number of hogs, the curculio does not get much of a chance to work out its blighting destruction. While they are prepared at all times to combat any disease that might spring up, they have very little trouble from that source and have not spent \$100 altogether for spraying.

This company is probably the only one that uses all styles of packages for packing their fruit during the harvesting sea-

son, so that they may supply any market anywhere with the style of package preferred. They use the bushel basket, the four-basket crate, or four-basket flat, as it is sometimes called, the six-basket carrier and the twenty-pound box. In the latter package each peach is wrapped in paper. They realize that one of the main necessities in shipping peaches is to put up a package of highly graded fruit and to pack the same in a manner generally termed among the orchardists as "a good bulging pack."

Last season (1910) the record crop was shipped—343 carloads. This season they established the record for one day's work when they harvested and packed fifty-seven carloads in one day, all of which were sold and moved from the orchard by the railroad company by 3 o'clock on the following morning.

Just to show what an enormous amount of work and operations are involved in the gathering of the crop, Mr. Norfleet

gave the writer a few figures. A car contains 864 four-basket crates, or just about the equivalent in other packages; each four-basket crate contains about seventy peaches, and each peach has to be handled five times, so the number of operations would be as follows: Fifty-seven (which represents the number of cars) times 864, which equals a total of 49,348 crates, which multiplied by seventy, gives 3,447,360 peaches, and multiplied by five gives 17,236,800 operations, all for one day's work.

This season (1911) has produced a very light crop for an orchard of 3,000 acres, as only 125 cars were shipped, but as the peaches averaged the company \$2.70 per bushel, f. o. b. the orchard, it was the best year they ever had as far as financial returns were concerned.

Five years ago the first crop was harvested and since then there have been good yields every year. The largest crop in the history of the orchard will be harvested in 1912 and is estimated to be between 500 and 600 carloads, for shipment.

Fruit Crop Prospects for 1912

The critical stage of the fruit season passed May 1st, and belated frosts are no longer to be dreaded south of Kansas City, Mo. A careful investigation of the fruit conditions in Western Arkansas indicates that this year's (1912) fruit crop will prove one of the most valuable on record. There is no longer any doubt but that the yields will be bountiful. The number of apple and peach trees has been steadily increasing from year to year and the acreage devoted to berry, cantaloupe and truck crops has also been greatly increased, in fact, the acreage was never greater than it is now. In eastern and southern Texas and in Louisiana there has also been a large increase in the berry and truck acreage, and the latter crop have been moving northward since the beginning of March.

The long cold winter effectually prevented the apple and peach trees from blooming prematurely and now it is too late in the season for dangerous frosts. In Missouri the peach trees were winter killed very early in places and the crop will be very scant in that state. In Northern Arkansas a crop of twenty-five to fifty per cent will be made and in Southwestern

Arkansas almost a full crop. The apple trees fared unusually well in all sections and an enormous crop will be harvested.

Strawberries began to move northward about the beginning of April from near the Gulf Coast, and from the middle of April from East Texas, Northern Louisiana and Southwestern Arkansas. Nearly all the berries from Western Arkansas and Eastern Oklahoma will have been marketed by the end of the first week in June. Complete crop reports are not obtainable until the crop has been marketed. The Tyler fruit district in Texas shipped from fifty to sixty car loads of strawberries. Southeast Louisiana shipped fifty-four car loads, coming from Hammond, Tickaw and Ponchartroula and numerous express shipments were made from Western Louisiana. From stations on the Kansas City, Southern Railway the following shipments in car loads were made: Horatio, Ark., 6 car loads; Wickes, Ark., 10 car loads; Mena, Ark., 5 car loads; Siloam Springs, Ark., 6 car loads; Gentry, Ark., 21 car loads; Decatur, Ark., 29 car loads; Gravette, Ark., 6 car loads; Sulphur Springs, Ark., 1 car load; Noel, Mo., 4 car loads; Lanagan, Mo., 4 car

loads; Anderson, Mo., 79 car loads; Goodman, Mo., 15 car loads; Neosho, Mo., 143 car loads; McElhane, 28 car loads; Tipton Ford, Mo., 14 car loads. Total, not counting express shipments, 367 car loads. The stations on the St. L. & S. F., St. L. I. M. & S., K. C. M. and the W. & N. A. Railways expected to ship over 1,400 car loads. If all these berries safely reach the market strawberry short cake time will certainly have arrived. The acreage reported from various points is 10,585 acres.

The peach crop, as stated above, is very scant in Missouri, though in the extreme southwestern counties more will be obtained than was hoped for. In northwestern Arkansas a crop of 25 to 50 per cent will be harvested and in Southwestern Arkansas the crop is exceptionally large. Benton and Washington counties have over a million peach trees and the bearing orchards will have from a quarter to half a crop and similar crops will be obtained in Johnson and Boone counties. The stations along the Kansas City Southern Railway, if the present view of the situation is correct, should have from 1,500 to 1,600 car loads of peaches coming from the following named places: Gravette, Ark., 2 to 14 car loads, August 1; Decatur, Ark., 25 to 35 car loads, August 1; Gentry, Ark., 10 car loads, August 1; Siloam Springs, Ark., 30 to 40 car loads, August 1; Sallisaw, Okla., 125 to 150 car loads, July 15; Spiro, Okla., 10 to 12 car loads, July 15; Poteau, Okla., 75 car loads, July 15; Waldron, Ark., 8 to 10 car loads, July 5; Mena, Ark., 2 to 3 car loads, July 10; Hatfield, Ark., 25 car loads, July 10. Cove, Ark., 2 to 3 car loads, July 10; Vandervoort, Ark., car load, July 10; Wickes, Ark., 75 to 100 car loads, July 10; Granniss, Ark., 10 to 20 car loads, July 10; Gillham, Ark., 10 to 15 car loads, July 10; Kings, Ark., 4 to 8 car loads, July 10; Pullman, 15 car loads; DeQueen, Ark., 150 to 200 car loads, July 10; Locksburg, Ark., 25 to 30 car loads, July 10; Horatio, Ark., 500 to 600 car loads, July 10; Ashdown, Ark., 2 to 3 car loads, July 10; Atlanta, Tex., 20 to 25 car loads, July 5; Blanchard, La., 8 to 10 car loads, July 5; Shreveport, La., 50 to 75 car loads, July 5; Benson, La., 2 to 3 car loads, July 1; Noble, La., 4 to 5 car loads, July 1; Pickering, La., 10 to 15 car loads, July 1; Bon Ami, La., 10 to 12 car loads, July 1; points on M., D. & G. Ry., 75 car loads, movement to commence about July 5.

Sevier County, with the towns of De Queen, Locksburg, Horatio and Gillham, expect to ship nearly 1,000 car loads. Craw-

ford County and Van Buren except to ship 800 car loads. About 1,600 car loads are expected to come from stations on the Little Rock and Fort Smith branch of the Iron Mountain Ry.; from 500 to 800 car loads from points on the Prescott & Northwestern, and 75 car loads from the Arkansas Central Ry. The East and North Texas crop is variously estimated at 1,500 to 2,000 car loads. In the Tyler-Jacksonville district the peach crop is estimated at 1,200 to 1,500 car loads, and the crop for the whole state at 2,500 car loads.

Since 1901 there has been no apple crop with which that of 1912 can be compared. Throughout Missouri the estimated crop runs from 50 to 100 per cent, being best in Southwest Missouri. The chief interest in the apple crop lies in Benton County, Arkansas. In 1900 there were in this county 1,613,366 apple trees and in 1910 6,500,000 trees. In Benton and the adjoining Washington County, there are 9,000,000 apple trees and the prospective crop, estimated by the present condition of the bloom (May 10th) will be approximately 10,000 car loads. Near Decatur, Ark., are 4,000 acres planted in apple trees and in the four townships adjoining Gravette are 600,000 trees. Gravette expects to ship (1912) 175 to 200 car loads of apples, worth from \$140,000 to \$175,000. At Rogers, Ark., it is claimed that the apple crop for 1912 will exceed that of 1907, which brought \$825,000. Boone County is reported to have 1,500,000 apple trees and will have a normal crop. Springdale, Ark., expects to ship over 500 car loads. It is rather early yet to make reliable estimates.

The canneries at Neosho, Mo., Decatur, Gentry, Rogers, Siloam Springs and DeQueen, Ark., and Shreveport, La., are now contracting for their cannery stock, and considerable acreage of beans, peas, sweet potatoes, tomatoes, etc., are now being planted.

Irish potatoes probably constitute the largest single truck crop grown. Texas produces annually about 5,000,000 bushels, but with four and one-half million people to feed quite a percentage of this crop is consumed at home. It is estimated that under normal conditions the surplus production is about 4,000 car loads, and some people believe that this number of cars will be moved. Sixteen shipping points in North Texas have 3,475 acres in this crop, and stations on the M., K. & T. Ry. expect to ship about 2,000 car loads. Kansas City Southern Railway points (May 31st) have reported 377 car loads for shipment from the

following named towns: Nederland, Tex., 3 car loads; DeQuincy, La., 2 car loads; Juanita, La., 1 car load; Bon Ami, La., 2 car loads; DeRidder, La., 8 car loads; Leesville, La., 4 car loads; Noble, La., 3 car loads; Singer, La., 10 car loads; Many, La., 4 car loads; Alexandria, La., 100 car loads; Preston, La., 2 car loads; Minder, La., 2 car loads; Bossier City, La., 10 car loads; Mansfield, La., 2 car loads; Kingston, La., 2 car loads; Gorbing, La., 2 car loads; Shreveport, La., 20 car loads; Atlanta, Tex., 80 car loads; Bloomburg, Tex., 5 car loads; Texarkana, Tex., 3 car loads; Ashdown, Ark., 15 car loads; Wynthrop, Ark., 4 car loads; Horatio, Ark., 4 car loads; Gillham, Ark., 20 car loads; Mena, Ark., 3 car loads; Peno, Okla., 30 car loads; Braden, Okla., 50 car loads; Spiro, Okla., 42 car loads; Redland, Okla., 2 car loads; Marble City, Okla., 5 car loads.

The country tributary to Fort Smith in normal years produces from 800 to 1,500 car loads. Small lots of potatoes from Lake Charles, Beaumont and Nederland have been coming North since the middle of April, but the car load shipments began May 2, 1912.

Cantaloupes have been planted in many localities during the spring of the year and from 600 to 700 acres in this crop are near the line of the K. C. S. Ry. The crop will move between July 10 and August 1. Shipments are expected from the following named stations: Noel, Mo., 20 car loads; Sulphur Springs, Ark., 30 car loads; Gravette, Ark., 40 car loads; Poteau, Okla., 15 car loads; Mena, Ark., 20 car loads; Wickes, Ark., 20 car loads; Granniss, Ark., 40 car loads; Gillham, Ark., 20 car loads; Horatio, Ark., 100 car loads; Ruston, La., 10 car loads; Choudrant, La., 20 car loads; total, 335 car loads.

Horatio, Ark., and Forbing, La., will have two car loads each of water melons. Cantaloupe shipments will also be made from Van Buren, Ozark, Conway, Morrillton, Austin, Prescott, Malvern and Benton in Arkansas.

From twelve to fifteen hundred car loads of tomatoes will be shipped from Houston, Tex., and twenty from Van Buren, Ark. Considerable acreages have been planted near the canneries and will be used as cannery stock.

Onions have been moving in enormous quantities. It is estimated at San Antonio, Tex., that 2,700 car loads had moved from Texas up to May 17th, and that about 800 car loads were left for shipment, all of which will have been moved by June 17th. Some fields are quite late. The shipments from Laredo, Tex., average 20 cars per day during the week ending May 17th. The

total movement up to that time was 1,969 car loads. Nearly all of the crop except 250 car loads have been moved.

Cabbages began moving in large quantity May 10th. For the seven days ending April 30th there were re-iced at Fort Smith 127 car loads and from thirty to fifty car loads are re-iced daily. There is also a free and steady movement of mixed car loads of truck.

The movement of poultry and eggs and dairy products from towns on the K. C. S. Ry. is large. During the month of April, Neosho, Mo., shipped 31 car loads of eggs, 400 cases of thirty dozen to the car and six car loads of poultry, 20,000 pounds to the car. The value of these shipments was \$84,393.67. Gravette, Ark., for the first three months of 1912 shipped 18 car loads of poultry, valued at \$35,000; eggs to the value of \$25,000, and live stock to the value of \$15,000; total, \$75,000.

Oranges and figs, in the prairie region of the Gulf Coast, where exposed to unusually cold winds from the North, have been more or less injured by frost and only a scant crop will be secured. In the timbered parts of Louisiana and Texas very little, if any, damage was done by frost and a fairly good crop will be obtained.

During the month of April the Kansas City Southern Railway carried 350 car loads of bananas from Port Arthur to the Northern cities. This fruit comes from Central America and is billed to destination via Port Arthur, Tex.

June 15, 1912.—The shipping of strawberries in carload lots from Southern Missouri and Western Arkansas is now practically over. The actual number of cars handled is not yet known, but the quantity handled was enormous. In some localities pickers in sufficient number could not be obtained and the fruit on a considerable acreage was left to rot. At a rough estimate about \$800,000 has been realized by the growers. The prices fluctuated between \$1.00 and \$2.00 per crate, though the average price was between \$1.50 and \$1.75 per crate. The Newton County, Missouri, shipments are estimated at 400 carloads, of which Neosho shipped 154 carloads. McDonald County, Missouri, shipped more than 100 carloads, of which Anderson had 79, Goodman 15, and Lanagan 4. There passed through Pittsburg, Kans., in one day two K. C. S. berry trains of respectively 28 and 30 carloads and over St. L. & S. F. train of 39 carloads, the average carload consisting of 576 crates. Crawford County, Arkansas, is estimated to have shipped 200 carloads,

and of these Van Buren, the county seat, is credited with 80 carloads, the average value per car being about \$1,000. The total number of carloads of strawberries shipped from Western Arkansas is roughly estimated at 700, the accurate figures have yet to be reported.

The cabbage movement from Southern Texas has reached several hundred carloads. The onion shipments amounted to 4,000 carloads and cucumbers have begun to move in carloads from Beaumont and points south and southwest. The first crop of potatoes is now (May 25th) in transit and shipments at Beaumont, Tex., have brought the growers \$1.15 per bushel. The latest estimate of Western Arkansas shipments of various

products is as follows: Strawberries, 690 carloads; peaches, 5,704 carloads; first crop of potatoes, 585 carloads; tomatoes, 40 carloads; apples, 4,000 carloads.

The next important movement is that of the peach crop, the estimates of which vary widely. Lindale, Tex., expects to ship 100 carloads of Early Wheeler, Yellow Swan and Mamie Ross peaches about June 10; 300 carloads of Elbertas about July 10, and 100 carloads of Augbertas August 1; 35 carloads of tomatoes June 1, and 25 carloads of blackberries at the beginning of July. The Arkansas peach movement is estimated at this date 1,550 carloads from the St. L. & S. F. lines, 2,000 carloads from the Iron Mountain, and 2,230 carloads from the K. C. S. Ry.

Where and Why Land is Cheap and What Can Be Done With It

TO CURRENT EVENTS:

Just a year ago, largely at the wish of a friend who wanted my opinion of this country, I made a homeseeker's trip to Granniss, Ark., where I arrived before daylight on a January morning. The land agents, who were to show me some bargains, drove me out through the half wild country, occasionally passing a deserted homestead, occasionally a tenanted place with semi-cultivated fields and a poor excuse for a house or buildings. Even having seen the unimproved cutover lands in Michigan in comparison with improved and profitable farms, the outlook appeared discouraging. Only one place was shown me as an offer. As it happened, it was on the main road on the Kansas City Southern Railway and only half way between the towns of Gillham and Granniss. I had, during my few days stay, many offers of this, that and the other. I studied the country, made up my mind as to the reason for this apparent lack of prosperity and bought the place the land agents had planned to sell to me.

After the passing of a year and an unusually trying season of dry weather, I am still of the opinion I formed when I bought "Pine Crest." There is scarcely a prosperous looking or attractive place to be seen from the railroad or from the highway in this vicinity. If the land is good such a condition should not ordinarily exist. A study of the situation brought out the fact, that most of this land was homesteaded thirty or more years. The settlers of that

day were not ambitious and most of them came from the hill country further east. Until twelve or thirteen years ago there was no railroad within fifty miles distance and the marketing of surplus corn, or fruit, meats or eggs was practically impossible. Game had been plentiful, hogs ranged in the woods the year round and cattle required no forage worth worrying about. Cotton was the only money crop, because it could withstand the hauling to a distant market. This crop was the taxpayer and provided the money needful for the purchase of the few necessities required. The need of producing a surplus of any crop (except cotton) was not apparent. To produce enough corn for meal and the work stock, mostly mules, cotton to produce money for necessities and taxes, hogs and yearlings for meat, some milk and eggs and the family was provided for. What need was there of producing a surplus which would not keep until it could be marketed?

Had I seen one prosperous looking farm, could one man have told me that he raised so much per acre and made a profit of so much per acre, I would have been surprised not to see more development in the locality. The old settler has not yet realized that with the enormous improvement in transportation facilities, possibilities in his favor have greatly increased, and that a surplus of any kind could be marketed now, whereas, this was impractical a few years ago.

I knew that my land was not the heavy loam found on many of the northern farms,

but I felt that land was only a medium and that supposedly worn out land could be re-deemed by intelligent cultivation. My land had been cropped out three or four inches deep with corn and cotton and nothing had been done to maintain its fertility and I planned to have my place in a more thrifty looking condition.

A good fence, house and barns, stained brown and trimmed in white, a thorough clean-up of a half dead orchard, of shrubs, bushes, sedge grass and stumps and deep plowing made such a difference that few would recognize the place. It stands out and looks different from other farms in the vicinity, and even aroused comment from the passing tramp, who said to his com-padre: "Pipe the barn with paint on it." The place was equipped with good stock, tools and implements and then arose the question, "What crops can be grown to best advantage?" The answer is: "Almost anything, but some crops are more suitable and profitable than others." In every normal season, two crops can be grown on most of the land. Irish potatoes, 100 to 200 bushels to the acre, dug in June, can be followed by cow-peas to be used for stock feed and for hay, or by navy beans or black-eyed peas for table use. The foliage of the peas makes very fine hay for live stock. Cantaloupes, 100 to 150 standard crates to the acre, can be preceded by radishes and spinach, harvested in April and succeeded in July when the cantaloupes are off, by cow or black-eyed peas, rape or other forage. The seconds from the cantaloupe field are worth the entire cost of cultivation if used as stock feed at a time when the pasturage is light. Peanuts and sweet potatoes are both profitable crops in this climate. Peanuts are profitable when shipped to the factories, but are most valuable when used for a balance of rations at the fall finishing of hogs. Peanut hay is excellent in quality and all kinds of live stock are fond of it. Sweet potatoes yield as much as 400 bushels to the acre, and, like the Irish potatoes, are ready for the market when the prices are still good and consumers have begun to use them regularly.

Wild grapes are abundant in the woods and their presence indicates that the cultivated varieties will adapt themselves here. They have done well wherever they have been planted. Most all varieties of fruits yield well and ripen at a profitable market season. Strawberries were grown by several farmers, and one man near this place had a net income of \$400 from an acre.

I believe, more firmly than ever before, that the merely nominal land investment, backed by sufficient means to fence, house and equip, to carry for seed, fertilizer and other essentials the first year, will bring success and happiness to any energetic and practical farmer in this locality. We had an unusually severe winter, but we had no zero weather; merely a suggestion of snow, and with a climate like this it is easy to keep the human engine in good working order. There are several places near me with clearings and houses burned and abandoned which could be put in cultivation at once. They should be improved. They can be made profitable farms and delightful homes and after all charges are paid, would cost from one-tenth to one-fifth of what equally productive farms in most of the central states would cost today.

To enterprising farmers who know that "a living and independence" cannot be made on five acres of raw land, but who realize that the Lord is constantly making new men and new women and is delinquent in the matter of making new land, it will be worth while to look our country over. It is far enough north and lies high enough (925 feet) to be very healthful and is far enough south to have a very pleasant climate. I extend to them an invitation to come and see my place. I can duplicate it for them at a price that will surprise them, though I much prefer to have them come and work out similar results for themselves.

Respectfully,

H. H. LOVELL,
"Pine Crest," Mineral, Arkansas.

Summer Fishing Places Along the K. C. S. Railway.

The Kansas City Southern Railway traverses a section of country in which fine fishing streams are numerous. One need not go far in any direction to find good fishing waters. The places most frequently visited are the following: Neosho, Mo., in Hickory Creek and Shoal Creek, bass, trout, blue cat, crappie, carp, goggle eyes, perch, etc.; Anderson, Lanagan and Noel, Mo., game fish in Indian Creek and Elk River; Sulphur Springs, Ark., fishing in Spavinaw Creek and lake in park; Siloam Springs, Ark., bass, perch, crappie, blue cat in Illinois River and Flint Creek; Westville, fishing in Barron Fork; Mena, Ark., bass, jack salmon, crappie, perch, blue cat, etc., in Quachita River, Mountain Fork, Rolling Fork, Cossatot, Kiamichi and Boog Tugelo; Port Arthur, salt and fresh water fishes of all kinds.

Miscellaneous Mention

THE PROGRESS OF LOUISIANA.

The Manufacturers' Record, in its thirtieth anniversary number, devotes a large space to statistics regarding the Southern states, comparing their growth, progress and general development of the present time with the state of affairs in existence at the time the first number of the periodical appeared. Regarding Louisiana it gives the following figures:

	1880.	1911.
Population.	939,946	*1,687,300
Manufacturers:**		
Capital.	\$11,462,000	!\$221,806,000
Products, value.	\$24,205,000	!\$223,928,000
Cotton Mills:		
Spindles.	6,096	45,836
Looms.	120	614
Cotton used, lbs.	644,000	4,541,125
Cottonseed Oil Mills:		
Products, value.	\$3,739,466	!\$4,497,000
Lumber cut, ft. . .	133,472,000	:3,733,900,000
Improved farm lands, acres . . .	2,739,972	:5,268,000
Farms lands, bldgs., values . .	\$58,989,117	:\$238,682,000
Grain, bushels:		
Corn.	14,913,000	47,590,000
Oats.	405,000	777,000
Livestock:		
Cattle.	428,000	:803,942
Sheep.	136,000	:178,217
Swine.	633,000	:1,326,482
Mineral products, values.	\$48,000	:\$10,119,993
Petroleum, barrels.		10,000,000
R. R. mileage. . .	652	5,317
National Banks:		
Resources. . . .	\$13,255,603	\$78,091,924
Capital.	\$3,475,000	\$8,145,000
Individual deposits.	\$6,013,173	\$38,987,786
Other banks, deposits.	\$4,719,465	\$77,373,300
Common school expend.	\$411,853	!\$3,607,295
Property, true value.	\$382,000,000	\$1,400,000,000

*Estimated. !1909. :1910. **Hand-trades and neighborhood industries not included in 1909.

SALT MINING IN LOUISIANA.

On May 8, 1912, occurred the fiftieth anniversary of the discovery of rock salt in Louisiana, and this year is also the centennial of the purchase of the land on which the salt mines are located by J. C. M. Marsh, the maternal grandfather of Gen. Dudley Avery, whose descendants now operate the mines. Mr. Marsh discovered that the water in the wells on the property was unusually charged with brine. By a process of evaporation he made salt until 1830, after which the land was used entirely in the cultivation of sugar. When the Civil War broke out in 1861, the property, Avery Island, was in possession of Judge Daniel D. Avery. Salt was extremely scarce and the current price was prohibitive. John Marsh Avery, the 16-year-old son, reopened the old wells and undertook the manufacture of salt by the evaporation process, producing about 10 barrels per day. The wells were twelve feet deep and while trying to deepen them his workmen came upon the bed of rock salt, which was found to be absolutely pure. A large force of men was put to work and the salt was mined in large quantity. Until the fall of Port Hudson and Vicksburg this salt was shipped to all parts of the South, as far east as Richmond. The control of the Mississippi River by the Federal government finally cut off the supply and until the close of the war salt was mined only for home consumption.

After the war, shafts were sunk and the mines have been in operation ever since. Within recent years new and modern machinery has been put in and the present output runs from 80,000 to 100,000 tons per year. These mines are now over 500 feet deep and the visible supply of rock salt is roughly estimated at twenty billion tons, salt enough to supply the needs of the world for centuries to come. A test boring for oil made a mile away from the mouth of the mine passed through 2,300 feet of solid rock salt. Up to 1903 the Avery Island mine was the principal source of supply for rock salt. A deposit on Belle Isle was worked for some time, but the shaft was destroyed by water. The Myles Salt Company began operations at Week's Island in 1903. Week's Island is a hundred miles west of New Or-

leans on an arm of Vermilion Bay and connected with the mainland by a branch of the Southern Pacific Railway. Salt was discovered here in 1897. The deepest shafts on this property is 650 feet deep. The mining operations are similar to those used in mining other minerals. The first operation is the drilling of holes for the insertion of dynamite charges, the resistance of rock salt being about 5,000 pounds to the square inch, and modern air or steam drills are used for that purpose. The salt is blasted out in tunnels, so as to leave columns standing to hold up the roof. The tunnels are from eighty to one hundred feet wide and from 700 to 1,000 feet long, the height being about the same as the width. The blasting is usually done at night when most of the workmen are gone. The fumes from the blasting operations escape before active work begins on the following day. The salt, which has been broken up by the blasting, is then shoveled into cars and pulled by mules to the mouth of the shaft. At the foot of the shaft is a great rock crusher through which the salt passes and is carried by gravitation to a cage and thence to the mill, where it passes through screens and is separated into the various commercial grades and sacked. The salt obtained is 99.84 per cent pure.

The existence of rock salt deposits does not appear to have been known to the Indians of Louisiana, though they produced evaporated salt when the first white settlers arrived. The indications are that the prehistoric people knew of them, for mastodon bones, human bones, pottery, etc., have been found while sinking shafts, and on Avery Island a fragment of a cane basket was picked up on the face of the salt itself.

Summer Outings in the Ozarks.

Summer weather is now with us, and whether we need it or not, we feel that we ought to go somewhere for one, two or three weeks—get away from the city and commune with Nature. Such being the case, it will be in order to suggest that the several Ozark resorts offer many attractions and that nearly all of them can be reached by way of the Kansas City Southern Railway. Among the places most frequently visited are Sulphur Springs, Ark.; Siloam Springs, Ark.; Monte Ne, Ark.; Eureka Springs, Ark.; Mena, Ark.; Neosho, Mo., all noted for the curative properties of the waters found there, the adequate accommodations, fine scenery and pleasant surroundings. Those who like fishing,

boating and outdoor sports will find splendid facilities at Noel, Mo., and other points. The K. C. S. Ry. has several publications containing information concerning these resorts and copies of the same can be had by addressing Mr. S. G. Warner, General Passenger Agent, Kansas City, Mo.

THE OIL INDUSTRY WEST OF THE MISSISSIPPI RIVER.

Since the beginning of the oil development the total production of crude oil in the Mid-Continental field (Oklahoma and Kansas), from 1889 to January 1, 1912, has been 290,913,305 barrels of 42 gallons each, that of the Texas field, from 1896 to January 1, 1912, 155,530,508 barrels, and that of Louisiana, from 1902 to January 1, 1912, 60,114,427 barrels, including all sources of supply in the territories named.

The activities of the year 1911 show a total production of 75,757,767 barrels for the Oklahoma, Kansas, Texas and Louisiana fields, more than one-third of the entire production of the United States. Of this quantity the Oklahoma-Kansas field provided 54,340,070 barrels of crude oil and Texas and Louisiana 12,784,809 barrels. The reserve stocks of oil (crude) at the close of 1911 in the Oklahoma-Kansas field amounted to 49,412,203 barrels and in the Texas and Louisiana fields to nearly 10,000,000 barrels. The quantity handled through the pipelines amounted to 50,508,580 barrels, shipments of crude and refined oil by vessels from Port Arthur, Sabine and Beaumont, Tex., 11,937,589 barrels, and shipments by rail of crude and manufactured oil from Texas and Louisiana points, 15,538,007 barrels.

The places of oil production in Texas in 1911 were: Electra, producing 892,204 barrels; Sour Lake, 1,408,977 barrels; Batson, 1,018,102 barrels; Spindletop, 998,093 barrels; Humble, 2,170,210 barrels; Saratoga, 958,886 barrels; Markham, 572,323 barrels; Petrolia, 158,212 barrels; Powell, 302,056 barrels; Corsicana, 128,016 barrels. The Caddo oil field in Louisiana provided 8,359,662 barrels; Vinton, 3,232,673 barrels; Jennings, 1,123,124 barrels; Welsh and Anse LaButte, 69,350 barrels.

During the year 1911 there were completed in Texas 500 oil wells, of which 361 had an initial production of 41,371 barrels per day and 139 were dry or produced gas only. The completed producing wells were located as follows: Humble, 103; Sour Lake, 63; Spindletop, 47; Saratoga, 46; Batson, 30; Markham, 22; Electra, 50. In Louisiana there were completed 464 wells,

of which 340 had an initial daily production of 206,683 barrels, and 124 were dry wells or gassers. Of the producing wells there were in the Caddo field 288, with a production of 133,173 barrels; at Vinton 46 wells, and at Jennings 6 wells. The average production per well in Texas was 114.6 barrels of crude oil and in Louisiana was 607.9 barrels.

No condensed statistics are available at this time concerning the activities in the oil industry for 1912. The Caddo, La., oil field is reported to have had 23 completions of wells in April, 12 during the first week in May, 1912, and 39 wells in process of boring, and the total daily production during the first week in May is given at 25,000 barrels. Among the producing wells brought in within the past 60 days are three of the Producers Oil Co. near Vivian, La., with an initial production of 2,000 barrels per day each; one with 3,500 barrels, one with 1,500 barrels, one with 8,000, and one with 700 barrels daily production. The Standard Oil Co. No. 3 well was brought in with an initial production of 15,000 barrels at Vivian, and at Oil City, La., the Russell Well No. 6 was completed with a daily production of 10,000 barrels. The Gulf Refining Co. secured a 400-barrel oil well at Hart's Ferry and the Big Ten Oil Co. at Vinton, La., brought in a well with 3,000 barrels initial production.

Borings are being made in Sabine, De Soto, Natchitoches, Winn and Calcasieu parishes, Louisiana, also near Texarkana and Bloomburg, Tex., Lake Charles, La., and Statesbury, Mo., where the Beckett-Iseman Oil & Gas Co., Freeport, Pa., has leased 5,000 acres of oil land and is now drilling.

While drilling a salt well at the Louisiana State Fairgrounds, May 20, inside the Shreveport city limits, to supply the natatorium, natural gas was struck at 1,050 feet. Five hundred feet of four-inch pipe were ejected and thrown 300 feet in the air. The well is making about 6,000,000 feet daily at 400 pounds pressure. It is a clear, dry well. Drillers are now engaged in capping in. During March the United States Geological Survey pronounced the Caddo field the largest producer in the Union. Fourteen million-foot wells have been brought in at Mansfield, 40 miles south, and from 40 to 10 miles north of Shreveport.

This well inside the city shows conclusively that the Caddo field is three times larger than formerly estimated.

As a result of these developments ten factories were established in Shreveport during the past year, and \$5,300,000 were spent for new buildings. The city now has

42 miles of paved streets. Thousands of people have visited the above mentioned well, and oil and gas people from the entire Southwest are in Shreveport. City land values are doubling in anticipation of oil being found as it occurs with gas all over the field.

SHREVEPORT CHAMBER OF COMMERCE.

Monthly Record of Events.

Shreveport, La., June 10, 1912.

The discovery of a gas well at the State Fair Grounds, inside the western city limits of Shreveport, La., on May 17th, has remade the map of the Caddo gas and oil field. This field, by the way, is named after the Parish of Caddo, which constitutes the northwestern corner of Louisiana, over 325 miles northwest of New Orleans. The parish seat is Shreveport, a city which had 28,015 inhabitants at the time of the 1910 census, an increase of 75 per cent over 1900.

As soon as the Shreveport gas well was brought in land immediately west of the city began to climb in price. That these increases had good cause was demonstrated when the Standard Oil Company leased twenty-two hundred acres of land near Blanchard Station on the Kansas City Southern, about ten to twelve miles northwest of the city. Later this company leased seventeen hundred and ninety-seven acres on and north of the M., K. & T. and T. & P. main lines just west of the city near the villages of Flournoy and Greenwood. The Potter Palmer Estate of Chicago, which has already made large investments in Caddo field properties and Shreveport industries, leased 800 acres between Blanchard and Flournoy stations.

Oil and gas leases in this field are made on the basis of \$200 for each lease, \$200 to be paid for each gas well brought in, or one-eighth of the oil produced.

Operations in the Caddo field have been mainly north and west of Mooringsport, a station on the Kansas City Southern Railway, twenty-one miles northwest of Shreveport, the extreme concentration being in the Jeems Bayou District, about seven miles northwest of Mooringsport. However, the field has wide ramifications, extending over to the Texas line, six miles west, north to Rodessa, 27 miles, and northeast about 13 miles to Hosston, a station on the Texas & Pacific branch line between Texarkana and Shreveport. These two railroad systems and the pipelines of the Standard Oil Company to Baton Rouge, the Texas & Gulf companies to Sabine Bay ports gave an abundant outlet for the production, which reached ten million barrels in 1911.

T. P. Lloyd, E. L. Sanderson and others have organized the Commercial Gas and Oil Company with a capital of \$1,000,000 to exploit the new field just west of the city limits. Machinery and materials are arriving.

Building permits in Shreveport reached \$121,838.00 during May, 1912. The million mark was exceeded in 1911.

The postoffice receipts at this city during May, 1912, amount to \$10,207.67, an increase of \$674 over the same month in the previous year, indicating an annual increase of about eight thousand dollars. The postoffice receipts of Shreveport rose from forty-one thousand to one hundred and twenty-three thousand dollars during the last ten years, which is a high figure for a city of 28,015 in 1910.

Forty front feet of business property on Texas street in Shreveport sold for \$30,000 last week. This is situated at the "head" of Texas street where lots sold for only a fraction of this price several years ago, and is indicative of the growth of the city. Farther down Texas street property brings \$1,000 per front foot and higher. It is rumored that the Sanger interests of Dallas, Tex., intend to erect a department store on the property.

The assessment of Shreveport city and Caddo Parish on June 1st was \$25,000,000, an increase of \$2,000,000 over the \$23,000,000 assessment returned June 1, 1911. Out of this \$2,000,000 increase \$1,797,800 was returned from Ward Four, in which is situated the City of Shreveport. No assessment was made of the entire production of over \$7,000,000 worth of oil, aside from the stocks on hand January 1st. Otherwise the figures would be still higher.

A new country club with \$50,000 subscribed for grounds and building has been launched at Shreveport to replace the old golf club. The purpose of the promoters is to have this club add to Shreveport's attractiveness as a winter resort. The new \$300,000 hotel, this club and Shreveport's mild winter climate, which is but 46 in January, will serve to make Shreveport a leading resort in the near future. It is one of the few points taking "winter tourist" rates.

The figures of the new city directory abundantly prove that Shreveport is indeed the "fastest growing city in the state," and one of the fastest growing in the entire country. By actual count the names of all being listed in the directory, the city's population, exclusive of all persons under sixteen years of age, is in excess of 31,000.

This would go to show that the total population is between 35,000 and 40,000 and probably nearer the latter than the former figure.

There has been an apparent increase in population in the two years since the census was taken of nearly 10,000, which is at the rate of nearly 5,000 a year. If this rate of increase continues—and there is every reason who it should grow to even greater proportions—the next census will show Shreveport with a population approximating 75,000.

THE AMERICAN POULTRY INDUSTRY.

The following information is obtained from a preliminary statement issued by the Census Bureau concerning the production of poultry and eggs. The total number of farms reporting fowls raised in 1909 was 5,655,754, or 88.9 per cent of all farms in the United States. The number of fowls given was 488,468,354, or an average of 86.4 per farm. The total value of the fowls as reported for 1899 was \$136,830,152, the value for 1909 was \$202,506,272. The increase in value during the decade was over \$65,500,000, or 48 per cent.

The census shows that in 1909 there were produced in the United States 1,591,311,371 dozen eggs, valued at \$306,688,960. The egg production in 1899 was 1,293,662,433 dozen, valued at \$144,240,541. The egg production in ten years increased only 23 per cent, but the value of the eggs more than doubled, the exact gain being \$162,448,419, or 112.6 per cent.

Seven states in the country, namely, Illinois, Missouri, Iowa, Texas, Kansas, Ohio and Indiana, raised more than 20,000,000 fowls each in 1909, and their combined production is over 39 per cent of the whole production. Only four states reported a production of over 100,000,000 dozen eggs, Missouri, Iowa, Ohio and Illinois, their combined production being 26 per cent of the total.

Illinois in 1909 raised 32,352,888 fowls, valued at \$15,404,028, an average of 48 cents per fowl. The egg production amounted to 100,119,418 dozen, valued at \$18,940,454, an average value of 19 cents per dozen. Missouri raised 31,913,210 fowls, valued at \$14,572,585, an average of 46 cents per fowl. The egg production amounted to 111,816,693 dozen, valued at \$19,345,602 or 17 cents per dozen. Iowa raised 29,990,147 fowls, valued at \$13,914,985, an average of 46 cents per fowl. The eggs produced amounted to 109,760,487 dozen, valued at \$19,235,600, or an average of 18 cents per dozen. The Ohio production amounted to

23,533,005 fowls, valued at \$10,997,633, averaging 47 cents per fowl. The state produced 100,889,599 dozen of eggs, valued at \$19,748,658, or an average value of 20 cents per dozen. Arkansas in 1909 raised 10,808,758 fowls, valued at \$2,868,562, an average of 26.54 cents per fowl. The egg production was 27,054,674 dozen, valued at \$4,459,272, or an average of 16.48 cents per dozen. The Texas production of poultry for 1909 was valued at \$4,806,642. The number of fowls was as follows: Chickens, 12,719,592; turkeys, 363,636; ducks, 74,910; geese, 244,997; guineas, 170,107; ostriches, 159.

The butter production of 1909 in the United States was 1,620,766,000 pounds, valued at \$405,000,000. Of the total product, 966,001,000 pounds, valued at \$225,544,000, was produced on farms and 624,765,000 pounds, valued at \$179,510,000, was produced in creameries.

Among the states Wisconsin ranked first the total production being valued at \$36,628,000. In quantity produced Iowa ranks second, and Minnesota, Pennsylvania, Michigan, Ohio, Illinois, New York, Texas and Indiana rank next in the quantity produced.

TAKE THEIR PAY IN YAMS.

Shreveport, La., Feb. 22.—A singular land deal has been reported between George and John Murphy, local land owners, and Jack T. Fullilove, whereby Fullilove purchases from the Murphys a Red River plantation, consisting of 1,000 acres, valued at \$35,000. But he is to pay for the land with sweet potatoes cultivated thereon instead of cash. Fullilove must give the Murphys annually for eight years the yield of potatoes from 125 acres, which will equal an acre of potatoes for every acre of the plantation, or 1,000 acres of potatoes. The potatoes should average 200 bushels an acre, and sell for no less than 40 cents a bushel. Messrs. Murphy count on getting at least \$80,000 by the unique deal. Mr. Fullilove, who is a brother of City Commissioner S. C. Fullilove, will own the entire tract after eight years, and meanwhile he will have the yield for whatever he plants on the remaining of the 875 acres.

SOME ARKANSAS FARM STATISTICS.

A preliminary statement from the Census Bureau, of date July 1, 1911, gives the following information concerning agricultural development in Arkansas. The statistics relate entirely to the year 1910:

The total value of farm land and buildings for 1910 was \$308,129,000, an increase of 128 per cent over the farm values of

1900. The total value of all farm land alone was \$245,137,000; the total value of all farm buildings was \$62,992,000, and the value of farm implements was \$16,806,000.

The total acreage in farms was reported to be 17,377,000 acres; the improved acreage was reported at 8,062,000 acres. The average acreage per farm in 1910 was 81 acres, and the average value per acre of farm land and buildings in 1910 was \$17.73. The average value per acre of farm land alone was reported at \$14.11.

Of the total number, 214,275 of farms reported in 1910, there were 150,920, or 70 per cent, operated by white farmers, and 63,355, or 30 per cent, by negro and other non-white farmers. Grouped as to acreage, there were in 1910 in Arkansas 36,079 farms of 19 acres and less; 74,863 farms of 20 to 49 acres; 45,333 farms of 50 to 99 acres; 39,319 farms of 100 to 174 acres; 17,131 farms of 175 to 499 acres; 1,157 farms of 500 to 999 acres, and 393 farms of 1,000 acres or over.

The expenditure for labor in 1910 reached the sum of \$7,612,000, and for fertilizers \$596,000.

A general summary gives for Arkansas in 1910, 214,275 farms, with a total acreage of 17,377,000 acres, of which 8,062,000 acres were improved; an average acreage of 81 acres per farm; value of land and buildings, \$308,129,000, land value only of \$245,137,000; buildings only, value \$2,992,000; implements, value \$16,806,000; an average land and building value of \$17.73, and average value of land alone of \$14.11; expenditures for labor of \$7,612,000 and for fertilizers \$596,000.

Rich Farm Lands For Rent Near Shreveport, La.

Messrs. Allen & Hart, 308 Commerce Building, Kansas City, Mo., or Colonial Apartments, Shreveport, La., have purchased the Allendale Plantation of 4,000 acres of rich Red River bottom lands, all in a high state of cultivation and distant from Shreveport about two and one-half miles. To those who can handle as much as 320 acres they will rent for one or more years on the following basis: One-third of the corn delivered in cribs on the plantation; one-fourth of the cotton; one-half of the alfalfa baled and delivered in barns on place; one-third of the oats in bin; or will rent for \$5 an acre for all land in cultivation. Will prefer to rent for part crop rent to good tenants. Will have a good 5-room house and small barn with each 320 acres. Address for information as given above.

CURRENT EVENTS AS AN ADVERTISING MEDIUM.

Farmers and Merchants Bank and Trust Company.

DeQueen, Ark., May 22, 1912.

Mr. Wm. Nicholson,
Immigration Agent K. C. S. Ry.,
Kansas City, Mo.

Dear Sir:—

Answering your inquiry of May 16th, will advise that we get better results from our advertisement in "Current Events" than from any other source. We enclose an advertisement to substitute for the one you are now running, and will ask that you please insert in your next issue.

Yours very truly,
T. E. BROWN, Secretary.

Westbrook & Willoughby.

Atlanta, Tex., May 20, 1912.

Mr. Wm. Nicholson.

Dear Sir:—

We will say that we have had very good success with our advertisement in "Current Events." We have had very good success so far in selling to parties that we have come in contact with. We sold one party three farms through our advertisement in "Current Events."

Yours truly,
WESTBROOK & WILLOUGHBY.

Lake Charles, La., Wants a Cannery.

Lake Charles, La., May 23, 1912.

Mr. Wm. Nicholson,
Kansas City, Mo.

Our people wish to secure a good cannery for this locality and we are on the lookout for some substantial, capable and successful men in that line who have some capital and a successful experience and are looking for a good location for an industry of this character. We wish some experienced people who have been successful and know how to carry on such a plant to make it a financial success. If we can find such a person, or company, we feel that there is no doubt but what our people will gladly co-operate and give it financial assistance, especially in the way of taking some stock. Perhaps you can put us in touch with such people, and if so we will appreciate it very much.

Yours very truly,
LAKE CHARLES PROGRESSIVE LEAGUE,
O. S. Dolby, Secretary.

Chicago, Ill., June 2, 1912.

Mr. Wm. Nicholson,
Dear Sir:

I write to let you know that I am in-

terested in the Ozark region, and the information which you sent me was received and read with pleasure. I have received literature from land companies in different states, but the Ozarks appeal to me the most and I think this is the place for the man of small means.

The information which I received to this date concerning the Ozarks was namely: the book entitled "The Ozark Mountain Region," and two copies of "Current Events." Any literature which concerns the Ozarks will be thankfully received, as I intend to locate there in a few years. Thanking you, Mr. Nicholson, I remain,

Yours respectfully,
THOS. BECK.

Hastings, Colo., June 10, 1912.

Mr. Wm. Nicholson,
Immigration Agent K. C. S. Ry.,
Kansas City, Mo.

Dear Sir:

Please send me new booklet on Eastern Oklahoma, Mena, Ark., and Little River County. As I have bought a farm in Little River County I am somewhat interested in sending men there, and as there are several wanting to go down that way, I ask for booklets. The one you sent me last winter has sent five men down, four buying homes. The booklet I have is worn out.

Yours respectfully,
WM. FOX.

Kansas City, Mo., May 24, 1912.

Wm. Nicholson,
Kansas City, Mo.

Dear Sir:—

Yours 17th received in my absence while in Florida.

In reply will say that since my trip to Florida I don't propose to sell my land in Arkansas at prevailing prices. I shall make an effort to buy more whenever a bargain is offered. Putting it mildly, I don't see why people rush to Florida when they can buy cheaper and better land in Arkansas and with half the labor and expense make more money, and I believe the day is not very far off when people will wake up to this fact. Let your good work go on in advertising Arkansas, it will surely bring results, and some day they will come with a rush. Thanks for the further offer to furnish me with booklets, of which I will take advantage when in need and call on you personally for them.

Truly yours,
GEO. W. SCOTT.

Some Opportunities for Business

Merwin, Bates County, Missouri.—Population 200, south of Kansas City, Mo., 58 miles; altitude above sea level, 894 feet. This town is situated in an old well-settled farming and stock-raising region, and the principal business is the handling and shipping of hay, grain, livestock, dairy products, poultry and eggs. The annual shipments of surplus products consist of about 20 to 30 carloads of corn, 15 to 20 of wheat, 25,000 to 35,000 pounds of poultry, 1,500 to 2,000 cases of eggs, 10,000 to 15,000 pounds of commercial truck, 75 to 100 carloads of cattle, 35 to 50 carloads of hogs, 5,000 pounds of wool, and from 85 to 100 carloads of hay. The adjacent country is particularly well suited for raising grain and forage, and climate and water excellent for raising high-grade livestock.

Merwin has a normal school, a good graded public school, a state bank with capital of \$25,000, a gristmill, hotel, two churches, lodge hall, and ten or twelve mercantile houses, dealing in various lines. Land values run from \$60 to \$100 per acre.

BUSINESS OPPORTUNITIES—Wanted: A furniture store, meat market, barber shop, physician. Gas, oil and coal resources to be developed. Good opening for a creamery, and a brick and tile plant. Address for information, Bank of Merwin, Merwin, Mo.

Mooringsport, La., Caddo Parish.—From Kansas City, Mo., 539 miles; from Shreveport, La., 21 miles. Population in 1910 was 1,500, altitude 199 feet. Situated on Caddo Lake in a fertile farming country, which has recently developed into a great oil-producing region. There are in Mooringsport a church, public school, a bank, cotton gin, hotel, livery barns, three oil and gas companies, a cold storage plant, a lodge hall, and about fifteen mercantile establishments, dealing in various lines. Since development of the oil industry the town has grown rapidly, and in 1911 there were erected thirty-five new dwellings, costing from \$500 to \$1,000 each, one business building and one lodge hall, costing \$7,000. The annual shipments from Mooringsport amount to 500 bales of cotton and considerable numbers of livestock.

BUSINESS OPPORTUNITIES—Wanted: A waterworks system. Address for in-

formation, Bank of Mooringsport, Mooringsport, La.

Mulberry, Mo. and Kansas.—Population, 2,500; south of Kansas City, Mo., 118 miles; altitude, 891 feet. A prosperous coal mining town, situated on the State Line in Barton County, Missouri and Crawford County, Kansas. The Kansas City Southern and the St. Louis & San Francisco railways cross at this point. The surrounding country is well settled, and within a radius of five miles there are in cultivation about 16,000 acres of land, of which about one-half are cultivated in hay and forage, and the remainder in corn and small grain. Coal mining is the principal industry and this is rapidly enlarging and developing. Nineteen coal mines are operated in the immediate vicinity, with a daily output of 135 carloads when in full operation. Of other surplus products the annual shipments run from 50 to 100 carloads of cattle and hogs, 30 to 50 carloads of corn, 10 to 20 of wheat and oats and 20 to 50 carloads of hay. All of the fruit, truck, poultry and eggs produced is consumed at home by the large mining population. Land values range from \$60 to \$100 per acre.

The gross annual business of Mulberry is between \$200,000 and \$350,000, and is constantly increasing, keeping pace with the mining developments. There are about eighteen mercantile stocks in Mulberry, valued at \$390,000, a newspaper, printing office, hotel, two churches, three large lodge halls, two public schools, the Mulberry State Bank, deposits \$90,000, and a number of minor enterprises.

The local improvements made during the year ending June 30, 1911, consisted of thirty new dwellings, costing \$15,000; two new business buildings, \$6,000; three warehouses, \$5,000; a new school building, \$16,000; new theater, \$7,000; six new mines opened and five new mercantile establishments.

BUSINESS OPPORTUNITIES—Wanted: While most mercantile lines are well represented here, a clothing house with a large stock could do well here. Address for information, Citizen's State Bank, Mulberry, Kas.

Oil City, Caddo Parish, La.—South of Kansas City, Mo., 536 miles; population,

1,000; principal industry operating and boring of oil wells. The town has about ten mercantile establishments, a bank, a foundry and machine shop, bakery, livery barns, two hotels. Six oil and gas companies are operating in the vicinity.

BUSINESS OPPORTUNITIES—Wanted: Good hotel, restaurant, furniture store, shoe store, tailor, jewelry store, physician, lawyer, dentist. Good opening for a saw-mill, furniture factory and cooperage. Address for information, Oil City Bank, Oil City, La.

Oskaloosa, Barton County, Mo.—South of Kansas City, Mo., 113 miles; population, including Arcadia, Kas., 1,205; altitude, 874 feet; situated in a good farming country, producing large quantities of corn, hay, wheat, oats, potatoes, alfalfa, etc., and underlaid with deposits of coal at a very moderate depth, convenient to which are great deposits of superior brick clays and shales; oil indications are found in many places. The surplus products shipped annually consist of 50 to 75 carloads of hay, 15 to 25 of corn, 15 to 20 of wheat and oats, 25 to 35 of cattle and hogs and considerable quantities of mine props and timbers. Coal is abundant and is mined more or less in the vicinity. The principal industry is the brick and tile plant of the Premier Fine Clay Products Company.

There are in Oskaloosa and Arcadia six mercantile firms, a Baptist Church, public school, hotel and a bank.

BUSINESS OPPORTUNITIES.—Good openings for coal operators, clay works, creamery or dairy, lumber yard, livery barn. Address for information, Agent K. C. S. Ry., Oskaloosa, Mo.

Ravanna, Miller County, Ark.—South of Kansas City, Mo., 512 miles; population, 350; altitude, 251 feet. A busy little town, located in a good farming country. There are in Ravanna a saw and planing mill, handling pine, oak and gum timber, with a daily capacity of 25,000 feet, a cotton gin, gristmill, hotel, two churches, public school, livery barn, a fruit and truck growers' association and about six mercantile establishments. The shipments of surplus products consist in the main of hardwood lumber, railroad ties, pine lumber, in all about 100 to 150 carloads; livestock, peaches, poultry and eggs, etc., and about 150 to 300 bales of cotton.

BUSINESS OPPORTUNITIES—Wanted: General merchandise store and cotton buyer, physician; good clays abundant for a brick plant, and an eight-foot vein of lignite, which should be mined. Address

for information, Agent K. C. S. Ry., Ravanna, Ark.

Rodessa, Caddo Parish, La.—Population, 250; altitude, 230 feet above sea level; from Kansas City, Mo., 520 miles. Principal industry, a pine saw and planing mill with 25,000 feet daily capacity. The shipments of surplus products consist of pine lumber, railroad ties from 25 to 100 carloads, livestock, 300 to 500 bales of cotton, peaches and early potatoes, vegetables, poultry and eggs. Rodessa is situated in a good agricultural district, capable of great development. The institutions of the town are: The Bell-Edwards Lumber Company's saw and planing mill, a cotton gin, hotel, gristmill, cannery, a church, public school, bakery, telephone company, and five mercantile establishments. The country surrounding Rodessa is well suited for general farming, stock-raising and the production of early fruits and commercial truck. Lands are cheap and farmers and truck-growers will find a good opening here.

Rich Mountain, Polk County, Ark.—Population, 150; south of Kansas City, Mo., 367 miles; altitude, 1,612 feet. The highest point on the Kansas City Southern Railway, distant about two miles from Mount Mena, which has an altitude of over 2,900 feet. Adjacent country more or less broken, but well suited for raising livestock and for growing fruits and commercial truck. Rich Mountain ships cattle, apples and potatoes, cotton and about 200 carloads of pine and hardwood lumber and railroad ties. There are in Rich Mountain a hotel, public school, new sawmill and three mercantile houses.

BUSINESS OPPORTUNITIES—Wanted: A blacksmith and woodwork man, a physician to serve about 600 people. Available for manufacture, timber and asphalt deposits. Address for information, Agent K. C. S. Ry., Rich Mountain, Ark.

Singer, Calcasieu Parish, La.—South of Kansas City, Mo., 705 miles; population, 400; altitude, 152 feet; situated in the long leaf pine region, and ships, in addition to forest products annually, about 2,000 to 4,000 crates of peaches, 25,000 to 50,000 pounds of wool, cattle, hides, potatoes and cotton. Singer has nine mercantile establishments, a gristmill, two hotels, church, public school and two livery barns. Most of the timber lands in the vicinity have been cut-over, and what Singer needs now more than anything else is farmers, stock-raisers and truck growers.

BUSINESS OPPORTUNITIES—Wanted: Meat market, dentist; opening for a brick

yard. Address for information, W. G. Strange, Singer, La.

Starks, Calcasieu Parish, La.—Population, 250; south of Kansas City, Mo., 735 miles; from Beaumont, Tex., 30 miles; altitude, 38 feet. Principal sources of income: Logging, farming and stock raising. Starks has four mercantile houses, a hotel, church, public school. Surplus products shipped consist of logs, cattle, wool, early truck, poultry and eggs.

BUSINESS OPPORTUNITIES—Wanted: Drug store, physician, dentist, and a brick yard. Address for information, Charles Batchelor, Starks, La.

Stotesbury, Vernon County, Mo.—Population in town limits, 425; in Henry township, 1,191; south of Kansas City, Mo., 89 miles; altitude, 786 feet. The town has a state bank with capital of \$10,000, two hotels, two churches, public school, lodge hall, livery barn, two coal mines, ten mercantile establishments and several minor undertakings. Stotesbury is situated in a rich farming country, and is making a steady growth in population and business. During 1911, there were erected one business building, costing \$6,000, and a new hotel, costing \$1,200; one new mercantile firm, with a stock valued at \$10,000, also opened up for business. The surplus products shipped annually from Stotesbury amount to from 70 to 100 carloads of hay, 25 to 50 carloads of corn, wheat and oats; 10 to 25 of cattle, 40 to 60 of hogs, 6 to 15 of sheep and goats, 25,000 to 30,000 pounds of poultry, 1,000 to 2,500 cases of eggs, and about 50,000 pounds of commercial truck.

Coal, fire clay, brick shales, oil and gas appear to be abundant in the vicinity. About ten carloads of coal are mined daily. More or less work has been done in oil development, but no oil industry has as yet been established.

BUSINESS OPPORTUNITIES—Wanted: Drug store, a dairy station. Coal to be mined and abundant raw material for a brick and clay products plant. Address for information, Stotesbury State Bank, Stotesbury, Mo.

Watts, Adair County, Okla.—South of Kansas City, Mo., 236 miles; altitude, 961 feet. A new division terminal of the K. C. S. Ry., at which a town may ultimately grow up. The surrounding country is well suited for stock raising, poultry raising, fruit, berry and truck growing, and for general farming operations.

West Lake, Calcasieu Parish, La.—Population, 1,700; from Kansas City, distant 739 miles; from Lake Charles, two miles; altitude, 17 feet. The principal industry is the manufacture of lumber. The Krause-Managan Lumber Company's sawmill has a daily capacity of 75,000 feet of yellow pine and the shingle mill, operated by the same company, has a daily output of 60,000 shingles. The Lock-Moore & Co.'s mill has a capacity of 150,000 feet, and the mill of the Norris & Cain Lumber Company a capacity of 25,000 feet. The planing mills have respectively a capacity of 60,000 and 100,000 feet. There are in the town fifteen mercantile establishments, covering all lines of trade, two churches, public school, three lodge halls, two electric light plants, telephone system and a waterworks system. In the vicinity of West Lake are a number of farms and truck gardens, and livestock is raised in considerable numbers. The annual shipments from West Lake amount to 1,000 carloads of lumber and about 100 carloads of railroad ties. Four new mercantile stocks, valued at \$55,500, were opened to the public during the year.

BUSINESS OPPORTUNITY—Wanted: An ice plant. Address for information, Norris Richardson & Co., West Lake, La.

Westline, Cass County, Mo.—South of Kansas City, Mo., 42 miles. Population in town limits, 120; in West Dolan Township, 592. Altitude above sea level, 937 feet. This town is a general supply point for a considerable area, devoted almost exclusively to stock-raising, and the production of the forage needed in this line of business. The soil produces abundantly of corn, oats, wheat and flax, though corn, hay and forage are the principal crops. About 90 to 100 carloads of cattle, horses and hogs, 15,000 to 30,000 pounds of poultry, 500 to 1,000 cases of eggs are annually shipped from this point. There are in Westline, the Bank of Westline, capital \$25,000; about ten mercantile establishments, with stocks valued at about \$60,000; a hotel, two churches, lodge hall, public school, gas plant, telephone company and a livery barn. Westline is the crossing point of the Kansas City Southern and the M., K. & T. railways.

BUSINESS OPPORTUNITY—A large general merchandise business, which would have to erect its own building, might do well here. Address for information, Bank of Westline, Westline, Mo.

Railroad Economics

The Kansas City Southern Railway Publicity Bulletin No. 8—The Railroads and the People.

The United States Census Bureau for the years 1890, 1900 and 1910 give the following figures of persons, in the United States, living in towns of a population of 2,500 or more:

1890.	1900.	1910.
22,606,632	30,777,803	42,399,415

These figures are easily understood when we note the large increases in the population of our cities.

The city dweller ordinarily does not own his home, usually working for wages or salary, depositing his money in the banks, or buying life insurance—something he can easily carry from place to place. The banks, likewise the life and accident insurance companies, invest largely in railroad securities. Consequently, each depositor in a bank and each holder of an insurance policy is interested in the railroad securities of the country.

The latest statistics available (1909) give the number of persons having life insurance policies in this country as 28,087,327—no data being given as to the holders of accident policies—and from the latest information obtainable (190) twenty-eight of the large life insurance companies had invested in railroad securities 31.3 per cent of their total assets.

It is not known how many people own national bank stock, but the reports made to the Comptroller of Currency of the United States (June, 1910) indicate there were ap-

proximately 29,000,000 depositors in state, savings and national banks, including trust companies, with deposits aggregating \$15,283,300,000, and that these banking institutions owned railroad securities amounting to \$1,464,800,000, or one-twelfth of all of the United States railroad securities in existence. It is further known that, in addition to owning more than one-twelfth of all of the railroad securities, our banking institutions loan to owners of railroad securities large sums of money, accepting such railroad securities as collateral, so that every person owning bank stocks, and every person having money on deposit in a bank, is vitally interested in the net revenues of the railroads.

It can be seen from the above that the prevalent idea that but a few men are interested in the net revenues of the railroads is incorrect, as the question of the revenues of the railroads is one not only for the employees of the railroads to consider, but one in which every man who has investments in banking institutions, or has bought life or accident insurance is interested, as upon the returns from the operations of the railroads hinge, to a very great extent, the ability of the banks to pay their depositors or to protect their stockholders, and the life and accident insurance companies to make good their contracts.

J. F. HOLDEN,

Vice-President K. C. S. Ry. Co.

The Reclamation of Wet Lands

The acreage of lands, in the United States, which may be improved by drainage, according to the estimates of the government authorities, is 225,000,000 acres. Of this vast area 75,000,000 acres are swamp or marshlands and 150,000,000 acres are lands, the productivity of which could be increased at least twenty per cent. Taking this acreage altogether we have an area equal to that of Germany, the British Isles, Belgium and Holland combined, which under thorough cultivation would be capable of sustaining a population of 125,000,000.

In this area are lands now wholly or partly covered with water or lands subject to periodic inundation. Lands of this character are generally very fertile and properly drained they would be most inviting to the farmer and the market gardener. The wet areas run in acreage from 18,000,000 acres in Florida to 2,500 acres in West Virginia, and their redemption from present uselessness would mean an immense addition to the natural resources of the states having such lands and be highly advantageous to the whole country.

The quantity of land requiring drainage in Louisiana is officially estimated at 10,196,605 acres and in Texas along the coast line is another large acreage. Near the shore line in both states are salt water marshes covered with a few inches of water and a rank growth of marsh grass. Further inland are the coastal prairies, rather flat and level, in places shedding the water from the rains very slowly unless drain ditches are provided. Along the Mississippi and Red Rivers are large areas subject occasionally to overflow where not protected by levees and in a few places in the interior are small areas covered with cypress swamps. The wet lands in Eastern Arkansas comprise about 6,000,000 acres and in Southeastern Missouri there is also a considerable acreage.

The work of reclaiming some of these lands is being carried out on an extensive scale in several of the states, in most cases by drainage districts formed under authority of the laws of the states. In some instances private corporations, having secured large bodies of land, are doing the work. One of the largest undertakings is Drainage District No. 1 of Cameron Parish, La., which embraces 288,000 acres. The State Board of Engineers has approved of the plans submitted and the preliminary surveys are now in progress. The drainage district has voted \$300,000 to carry on the work.

In the state forty-four drainage districts, located in nineteen parishes, have been organized and the funds available last year for the work amounted to \$577,907, of which \$370,167 was expended. Among the drainage enterprises (drainage districts) organized near the line of K. C. S. Ry. are those in Calcasieu Parish, to-wit: Vinton Drainage District No. 1, comprising 65,000 acres and to cost for draining \$160,000, the Rose Marsh District No. 1 containing 15,000 acres, to cost to drain \$40,000. The Kinder Drainage District will drain 20,000 acres and the Lake Arthur District 12,000. Two other districts are in process of organization and the total acreage involved in these public works is 135,000 acres, exclusive of the drainage work in Cameron Parish. The private undertakings in the same territory are also large. The Actuarial Land Company of Lake Charles has let a contract for the drainage of 10,000 acres at Grand Lake; the Smith-

Newman Land Company has purchased 150,000 acres between the Sabine and Calcasieu lakes, all of which is to be reclaimed; the Teutonic Land & Development Company has 30,000 acres between Orange and Lake Charles, which is to be drained; the Alluvial Land Company will drain 10,000 acres near Lake Arthur, besides which there are numerous smaller enterprises, all of which are important. The Intercoastal Navigation Canal will furnish an outlet for a number of other enterprises now under consideration.

In Jefferson County, Texas, there is considerable activity in similar lines. Jefferson County Drainage District comprises 70,000 acres and a bond issue of \$100,000 has been recently voted. This district has been formed in the vicinity of Winnie, Stowell and Hampshire and the drainage canal to be built, as contemplated, will connect Taylors Bayou with Galveston Bay, so as to provide inland navigation. Funds have been provided for a general drainage survey of the whole county. The East Beaumont Townsite Company will drain 7,000 acres near Beaumont, and the Port Arthur Rice and Irrigation Company will drain 3,700 acres at cost of \$50,000. Several thousand acres were drained and placed under cultivation within the last three or four years.

Several immense drainage undertakings have been successfully carried to completion in Eastern Arkansas. One of the most extensive undertakings of its kind is the reclamation of the "Sunken Lands" in Mississippi County, Ark. About 300 miles of main and lateral ditches, costing \$1,500,000 and covering an area of 300 square miles, are to be constructed and contract for the work has been let by Mississippi County Drainage District No. 9. The total acreage reclaimed will be 200,000 acres.

Bates County in Missouri has determined to straighten and control the Marais Des Cygnes River. The State Auditor registered \$171,000 of bonds issued by the county for this purpose. This issue was preceded by a bond issue of \$273,000. The river is seventy-three miles in its course through Bates County. That has been shortened to twenty-three and one-half miles with the proceeds of the first bond issue. The new bond issue will insure a depth of twenty-two feet with a width of from sixty to eighty feet, and reclaim many thousands of acres of rich land.

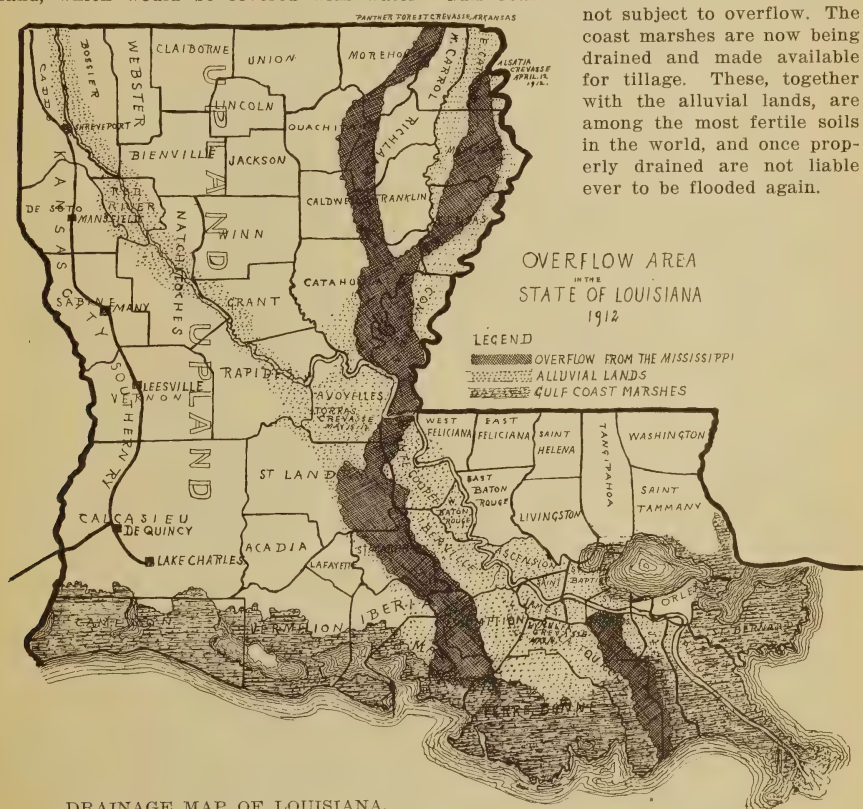
The Flooded Area of Louisiana

The map shown below gives the location of the lands covered by water through an overflow of the Mississippi River. All the land thus submerged comprises 2,500,000 acres, and only 850,000 acres of this was cultivated. Thousands of acres of this land never were anything but bayous, lakes, and swamps at any time and all of it is located along the Mississippi River. The great sugar, rice, cotton, fruit and oil producing areas are untouched. Of the 28,000,000 acres comprising the area of the state, 17,000,000 acres have never been overflowed and are not embraced in levee districts. Of the 11,000,000 acres protected by levees only 2,500,000 acres are overflowed. Along the Mississippi River for a distance of about 1,500 miles is an area from 20 to 30 miles wide, embracing about 20,000,000 acres of land, which would be covered with water

under flood conditions were it not for the levees. Thirty thousand square miles along or near the river in Illinois, Missouri, Kentucky, Arkansas, Tennessee, Mississippi and Louisiana are within this alluvial area, for the protection of which levees have been built in the several states. In all of these states there is twelve times as much land which is not subject to overflow.

The rivers of Louisiana are ample to take care of all precipitation occurring within the state. The entire western part, drained by the Calcasieu, Sabine, Mermonteau, Ouachita and Red rivers, is entirely free from flood waters, even in time of excessive rainfall. The overflow in the Mississippi is due to flood waters of other states pouring through their natural outlet to the Gulf.

The map also shows the location of the Gulf Coast marshes and the alluvial lands not subject to overflow. The coast marshes are now being drained and made available for tillage. These, together with the alluvial lands, are among the most fertile soils in the world, and once properly drained are not liable ever to be flooded again.



Joplin, Missouri

As Described By An Old Timer in the Joplin Tribune

"Joplin is located in the southwest corner of the great State of Missouri and is only a few miles from the state lines of Kansas, Oklahoma and Arkansas. Because of the network of interurban lines, Joplin, which is now a city of over 35,000 in itself, is in reality a city of 200,000, because of the excellent car service between Joplin and the surrounding cities, namely, Webb City, Carthage and Cartersville, Mo.; Pittsburg, Galena and Columbus, Kans. Also Afton and Miami, Okla., and many smaller towns in the three states just mentioned, as well as in Arkansas.

"Not only by electric roads is Joplin easily reached by persons desiring to settle in the city, but we have five steam railroads which enter the city on all sides, as well as a network of telephone wires which connect us with over 14,500 phones.

"In the Joplin district the ore output is greater than the total valuation of the richest Alaskan gold field. During the past year the sales of zinc and lead ore from the Joplin district has been over \$15,000,000. Think of it, over \$15,000,000 a year! One mine, located four miles from Joplin, at a place known as Thoms Station, produces more than \$1,000 worth of ore daily of zinc and lead, while there are a number of other shafts on the verge of production. Did you know that the Joplin district supplies more than 20 per cent of the world's zinc product, and more than 60 per cent for the United States?

"Not only in minerals, but in agricultural products, Joplin is rich. We are in the center of the great "strawberry region" of Missouri. Many hundreds of cars of strawberries have been sent over the country from Jasper County, the county in which Joplin is located. The pay-roll alone in the berry season is over \$100,000 a week.

"Joplin also is a manufacturing and business center. We have thirty-four factories, nineteen wholesale houses, the largest department store outside of St. Louis, St. Joseph and Kansas City; a \$1,000,000 hotel and fourteen other first-class hotels, seventeen first-class schools and high school, with an attendance of over 7,000, with school property valued at \$583,450.

"Much of Joplin's wealth is spent on public buildings, such as the \$1,000,000 Connor Hotel, \$50,000 Public Library, \$100,000 Federal court and Postoffice Building, \$7,000 Elks' Club, \$80,000 St. John's Hospital, \$20,000 Orphan's Home and \$400,000 in churches.

"Some other things that Joplin has are a \$6,000,000 electric power plant, four daily newspapers, a Commercial Club of 500 members, a Y. M. C. A. and Y. W. C. A., a municipal light plant, 150 miles of cement sidewalk, 40 miles of sewerage, 150 miles of paved streets, 300 miles of public highways through the country paved with chats and hardpan, an automobile fire department with three stations, a modern police department, natural gas and five parks.

"We are now almost certain of having by the end of this year a new railroad, a million dollar Frisco passenger station and office building, a \$40,000 convention hall and armory, a new hotel, a twelve-story office building, a new packing plant and a moving picture manufacturing company.

EARLY HISTORY OF JOPLIN.

"It was 'way back in 1838, when a Tennessean by the name of John Cox moved into Missouri and settled in the southwest part of the state in what is now Jasper County. A little later, in 1839, a Methodist missionary preacher, Rev. Harris G. Joplin, came and settled on the site of the city which now bears his name. To him is due the credit of discovering the minerals which have made Joplin famous.

"In 1870 a mining and smelting company known as the Granby Mining and Smelting Company, which was located at Oronogo, then known as Minersville, offered a prize of \$500 to the persons who would mine and turn in from any single mine the largest amount of mineral from March 1 to July 1, 1873.

"It was to this offer the city of Joplin really owes its start, as two prospectors, J. B. Sergeant and E. R. Moffet, won the prize, and with this money purchased a leasehold on eighty acres of land in the Joplin Creek valley and here the foundations were laid for the city. Sergeant and Moffet sunk their first shaft on the east side of Joplin Creek, 200 feet north of where the

Broadway Bridge now stands, where, after months of labor they struck a fine vein of pure galena. The news spread like wildfire through the country and prospectors from all parts of what is now known as the Joplin District, came flocking to what is now Joplin and pitched their tents and constructed box houses and frame stores. In the early part of 1871 two merchants from Carthage, W. P. Davis and Patrick Murphy, came to the new mining camp and started a general store.

"In the summer the various mining camps commenced to lay out streets and several towns 'sprung up.' Judge John C. Cox laid out a town on the east side of Joplin Creek, naming it Joplin, while Murphy, Moffet Davis, Sergeant and E. C. Elliott laid off a town on the west side of the creek, calling it Murphysburg.

"As was to be expected, as the two towns grew, considerable rivalry sprung up between them for the commercial and industrial supremacy of the district.

"The first settlers named had come with the expectation of mining only a few months. Becoming rich, they would return home with their wealth. For this reason no thought was given to the forming of a city government until March, 1872, when the citizens of Joplin and Murphysburg applied to the county court for their incorporation, which was granted by the court on March 14, 1872. The two cities were incorporated under one charter as Union City, if I remember Old Man Smith correctly.

"In the census of 1872, Union City had a population, I think, of 2,707, the larger

population being in what was Joplin. The citizens took a census a year later and a population of over 4,000 was credited to Union City. The two sections of the town were fighting all the time against one another, and at last the Barton County Court, where the case was carried on a change of venue, declared that the incorporation of Union City was illegal, and the city administration was dissolved.

"The last act of the Union City administration was the issuance of a call for a special election, which was held January 10, 1873, to see if it were advisable to petition the Missouri Legislature to pass a law incorporating the two towns under the name of Joplin.

"A committee of representative citizens, among whom were Judge John H. Taylor of East Joplin and T. B. Dorsey of Murphysburg, were appointed to go before the legislature at Jefferson City and secure the passage of a law incorporating the city of Joplin. Judge I. W. Davis drew the skeleton form of the bill, which passed the legislature on March 24, 1873, making the charter for the city of Joplin. The first officers were appointed by Hon. Silas Woodson, the governor of Missouri. E. R. Moffet was appointed the first mayor of Joplin by the governor.

"In June, 1888, Joplin, by a vote of her citizens, surrendered her charter of 1873 and came in as a city of a third class, which charter she uses at present, although she is large enough to go into the second class if she so desires."

An Exhibit of Products

grown on the line of the Kansas City Southern Railway will be permanently on display in the Kansas City Real Estate Exchange Room, 103 New York Life Building, Kansas City, Mo. Visiting real estate men

and farmers seeking new locations are cordially invited to call and inspect the same. The New York Life Building is situated at the corner of Ninth and Baltimore Avenue.

Industrial Notes

Ashdown, Ark.—Bond issue of \$30,000 voted to build new school houses. The Bert Johnson orchard in Pike County is to have a peach cannery 79x220 feet, with 24,000 cans daily capacity. W. L. Phillips and H. B. Wilson will open the Ashdown creamery in their new building. G. R. Moore and as-

sociates will install a handle factory which will employ twenty-five men. City ordinance passed to gravel three streets and lay sewer pipe. The cost of the proposed new municipal waterworks light and sewer system is estimated at \$45,000.

Anderson, Mo.—The Anderson Water,

Light, Heat & Power Company has installed pumping machinery and a street lighting system. The strawberry shipments from this point amounted to 79 carloads.

Beaumont, Tex.—Incorporated: Lee Oil Company, \$5,000; Twenty-five Oil Co., \$4,000; Honey Island Oil Co., \$6,000; Beaumont Coca Cola Bottling Co., \$7,500; Stafford-Barton Rice Farm and Canal Co., \$20,000; Southern Iron & Steel Co., \$50,000; Sabine Pass Fishing Club, \$10,000; Ardmore Oil Co., \$20,000; Queen City Motor Co., capital stock increased, \$3,000. City building permits granted for the first three months of the year, \$145,383. The T. & N. O. Ry. has let a contract for a 14-stall round-house and an 80-foot turntable to cost \$30,000. City will contract for 5,025 feet of sewers to cost \$30,000. W. C. Tyrrell has let contract for a store and lodge building to cost \$26,800. Contract let for a baseball grandstand to cost \$8,000. Bids asked for street improvements to cost \$60,000, and park improvements to cost \$60,000. The city will expend \$15,000 for repairs on the city jail and police stations. Hampshire Drainage District No. 3 of Jefferson County to reclaim 70,000 acres has been organized and election ordered for a vote on a bond issue of \$100,000. Jefferson County Commissioners' Court has appropriated \$7,500, to which the National Government will add a similar amount, for a drainage survey of Jefferson County. City council requests bids for 62,980 square yards of asphalt paving and 26,980 lineal feet of concrete curbing.

Ballard, Okla.—Incorporated at Kansas City, Mo.: Bayless Coal, Coke & Charcoal Company, \$2,000. Charcoal plant at Ballard.

Bloomburg, Tex.—Incorporated: First National Bank, \$25,000.

Cove, Ark.—The Cove Lumber Company has purchased 72,000 acres of timber land, containing 150,000,000 feet of pine and hardwoods, at government sale of Indian lands for \$250,000. The land is west of Cove on the Arkansas-Oklahoma state line. The total government timber sales in the vicinity amounted to \$1,600,000.

Decatur, Ark.—New school house completed. Cost, \$10,000.

DeQueen, Ark.—The Dierks Lumber and Coal Company is making surveys for the location of its new sawmill, which is to be constructed of concrete and steel. The Marrs cannery, a fruit canning apparatus, is to be manufactured here and supplied to the trade from this point. The Ozark Canning Company will operate its plant this

year and put up 500 bushels of peaches per day.

DeRidder, La.—An election has been ordered to vote on a \$50,000 bond issue for construction of a school building. Incorporated: The DeRidder Building & Loan Association; \$1,000,000.

Fort Smith, Ark.—Incorporated: Mas-sard Coal Company, \$50,000. Will develop 600 acres of coal land, with daily output of 100 tons; Cooper Co-Operative Co., Hartford, Ark., \$10,000; Sebastian Building & Loan Association, \$5,000,000; Glick Cleaning & Dyeing Co., \$5,000; Belt Line Lumber Co., \$20,000; W. W. Campbell, new ice cream factory, capacity, 500 gallons per day. New creosoting plant to be established to cost \$50,000, have a daily capacity of 125 carloads and employ 100 men. The Steinberg Construction Co. of Kansas City and Chicago has purchased 400 acres of coal land for \$40,000 and will open up coal mines. City requests bids for construction of a drainage sewer to cost approximately \$10,000. The Garrison Creek Oil Company is boring for oil in Crawford County near Greenwood Junction. The Fort Smith-Van Buren Bridge, cost \$750,000, has been opened to the public. W. A. Matthews & Son of Pine Bluff, Ark., will build a finishing stove mill here, employing 100 men, with payroll of \$5,000 per month and daily output of 10 carloads. The Southern Broom Co. will rebuild factory recently destroyed by fire; \$20,000. The Breslin Boiler Works are building a new plant, including a foundry to cost \$65,000. New pumps and filtration plant installed at the city waterworks; cost \$130,000. Burks Bros. will remodel the Grand Theater. The Southwest Telegraph & Telephone Co. will make local improvements to cost \$45,000. Tilles Children's Home improvements; cost \$8,374. R. T. Powell erecting new business building to cost \$15,000. The U. S. census report shows 2,975 factories in Arkansas, employing 51,730 persons and having an output (1909) of \$74,916,000, the raw material used costing \$34,935,000.

Gravette Ark.—W. A. Beckett has established a new lumber yard. Contract let for a waterworks and electric light plant; \$24,000. Mr. Little will build a grist mill here. Peoples Hardware Co. is building a new warehouse. Three new dwellings in course of construction. The shipments from Gravette for the first three months in the year amount to 18 carloads of poultry, \$35,000; eggs, \$25,000; live stock, \$15,000; total, \$75,000.

Frontenac, Kans.—City will build water-

works reservoir to hold 750,000 gallons and will lay out a city park.

Heavener, Okla.—Incorporated: Heavener Building & Loan Assn., \$100,000. City council has under consideration the construction of an ice plant. Alva Matthews has installed a steam laundry. Heavener Oil & Gas Company is drilling for oil.

Horatio, Ark.—Bond issue of \$15,000 for construction of a school house sold.

Howe, Okla.—Franchise granted to the Poteau Light & Gas Co. for a gas supply system for the town of Howe. The Mansfield Cotton Oil Co. will build a new cotton compress and oil well here.

Hume, Mo.—Incorporated: Hume State Bank; \$10,000.

Joplin, Mo.—Incorporated: Beatrice B. Mining Co., \$60,000; Mont B. Mining Co., \$15,000; Onondaga Mining Co., \$100,000; Austin Mining Co., \$5,000; American Lead, Zinc & Smelting Co., capital stock increased \$150,000; Joplin Service Co., parcel delivery; New Century Grate Co., \$5,000; Chicago-Lehigh Mining Co., \$60,000; Jungle Mining Co., \$10,000; Dunkan Concentrating Mfg. Co., \$20,000; Thanksgiving Mining Co., \$30,000; Valentine Mining Co., \$50,000; M. & M. Mining Co., \$5,000; Miami Lead & Zinc Co., \$3,000; Carthage Loan & Investment Co., \$25,000; Kelsey & Young Timber & Land Co., \$200,000; Revenue Mining Co., \$4,000; Stag Mining Co., \$48,000. New concentrating mills have been built as follows: Chapman & Leman, 300-ton mill; Short Creek Mining Co., 150-ton mill, cost \$15,000; Diplomat Mining Co., 1,000-ton mill; Scarlet Kid Mining Co., 100 tons; Mary E. Mining Co., 100 tons; Laudrum Lead & Zinc Co., two mills, 100 tons each; Lincoln Mining Co., Holy Moses Mining Co., Swastika Mining Co., Index Mining Co., Banner Mining Co., Yellow Jacket Mining Co., Aberdeen Mining Co., Beardstown Mining Co., 100 tons each; Kitty Mack Mining Co., 300-ton tailing mill; Katy Mining Co., Chicago-Lehigh Mining Co., Cedric Mining Co., Jungle Mining Co., Geronimo Mining Co., Birthday Mining Co., Thirty Acre Mining Co., Miami Royalty Co., Lee Williamson, Mocking Bird Mining Co., Interstate Trust Co., 100 tons each; Chas. Manhardt Electric Mill, Zinc Milling & Mfg. Co., tailing mill; Gussie Mining Co., 150 tons; Yellow Dog Mining Co., 250 tons; Lilar Bros., tailing mill; Valentine Mining Co., 200 tons; Oronogo Circle Mining Co., electric plant, \$25,000. C. G. Hopkins of Bentonville, Ark., will build a coopeage plant here. M. B. Hamilton & Co., will erect a new building for their glove factory to cost \$10,000. John

L. Ziegler will establish a concrete conduit plant. The S. W. Mo. Athletic Club has under consideration the building of a gymnasium to cost \$20,000. The Joplin Wholesale Grocery Company has let a contract for a fireproof building. The city authorities are considering a \$30,000 bond issue for the building of a market house. New creamery opened with capacity to handle the milk from 500 cows. The East Joplin Improvement Club has secured the location of the Guaranty Cigar Factory, which employs fifty persons.

Kings, Ark.—Thos Pennington has built a cotton gin and grist mill; \$5,000.

Lake Charles, La.—Incorporated: Bowers Farm Co., \$15,000; Lake Charles Mineral Co., \$25,000; American Mutual Life Insurance Co., \$250,000; Croft, Rushworth Co., Ltd., \$6,000; Vinton Printing Co., of Vinton, \$3,000; Intercoastal Transportation Co.; Lake Charles Plumbing Co., \$10,000; Marguerite Oil Co., \$10,000; Fenwick Excavator Co., \$50,000; Big Ten Oil Co.; Bowen Grain Co., \$15,000; Shaw Insurance Agency, \$3,000. The new U. S. Postoffice building completed and equipped with furniture, cost \$125,000; new hotel, 45 rooms, opened to the public; new parish courthouse completed. L. M. Fuller will erect a 7-story office building to cost \$110,000. J. W. Robinson & Co., new harness and saddlery manufacturing shop. City contract let for four new school buildings; cost \$123,741. Cameron Drainage District No. 1 to drain 280,000 acres, has been organized and a bond issue of \$300,000 is to be voted on at an election recently ordered. Benning's Garage and Machine Shop opened for business; cost \$25,000. Organized: Vinton Drainage District No. 1, voted \$160,000 drainage bonds. The Catholic congregation of Lake Charles will erect a church building to cost \$60,000. The Krause & Managan Lumber Co. will rebuild mill burned at Foley's Spur; cost \$10,000. City council has requested bids on five miles of asphalt street paving; approximate cost \$100,000. City will also construct 12 miles of concrete sidewalk. A bond issue of \$50,000 for construction of a bridge between Lake Charles and West Lake is to be voted on June 18 1912. At a parish convention held May 4th, it was voted to divide Calcasieu Parish into four parishes, to be known as Calcasieu, Jeff Davis, Allen and Beauregard parishes.

Independence, Mo.—School bond issue of \$75,000 to be voted on June 18, 1912.

Leesville, La.—New cigar factory opened. Assessed valuation of property in Vernon Parish for 1911, \$12,600,990.

Lockesburg, Ark.—Incorporated: Lockesburg Brick Company; \$25,000. City council has let contract for school building; \$10,000.

Mansfield, La.—Incorporated: De Soto Building & Loan Association, \$500,000; J. T. Henderson & Co., merchandise, \$5,000; De Soto Bottling Co., \$10,000; Home Clay Products Co., \$100,000. Producers Oil Company has leased 10,000 acres of oil lands for \$30,000. The Mansfield Ice Company's plant has been completely remodeled. City council is considering the construction of a waterworks and sewer system. Special election ordered to vote on a bond issue of \$21,000 for school purposes.

Marble City, Okla.—New drug store established by Dr. A. C. Hart, photograph gallery by W. T. Lively and meat store by Durham & Tell.

Mauriceville, Tex.—County commissioners have completed survey of 30,000 acres of marsh land to be drained. An election will soon be held to authorize bond issue to cover cost of drainage.

Mena, Ark.—The Penryn Slate Company has installed boilers and machinery and has opened a slate quarry on Big Fork, one mile from National Slate Company's quarry. W. C. Knight has let contract for a one-story brick business building. Dr. W. P. Park's new residence, \$3,000. H. M. Sharp has filed petition for an electric light franchise. Incorporated: Pioneer Prospecting Co., \$5,000.

Mooringsport, La.—The U. S. government has let contract for a concrete dam to be built at the foot of Caddo Lake and to cost \$100,000.

Neosho, Mo.—An election has been ordered to vote on a bond issue of \$20,000 to be used for construction of a high school. The Newton County authorities are considering a bond issue of \$40,000 for road construction. Incorporated: Ozark Feed Co., \$10,000. It is reported that Walker Bros. of Joplin, Mo., will construct a chain of fishing lakes to cover about 300 acres between Goodman and Saginaw, Mo., and also erect a clubhouse. The improvement is to cost \$50,000. Incorporated: W. T. Watkins Hardware & Implement Co., \$10,000.

Orange, Tex.—The Teutonic Land Co. has formed a construction company to reclaim 17,000 acres of wet lands lying opposite this city. The Sabine Supply Co. is building a warehouse to cost \$10,000. The local Catholic congregation will build a church to cost \$10,000. The three-masted schooner "Silver Leaf," loaded here with a cargo of lumber destined for the British West Indies. This is the first ocean going ship under foreign flag to take cargo at Orange. From thirty

to forty vessels are expected to load here per year for foreign markets. It is reported that H. E. Westervelt of Decatur, Ill., will build a box factory here.

Pittsburg, Kans.—Five steam shovels for stripping coal beds have been purchased at a cost of \$100,000 and are being used in mining coal. A new 75-room hotel is to be built and completed here by October 1, 1912, the same to cost between \$75,000 and \$100,000.

Port Arthur, Tex.—Incorporated: Root Construction Co., \$4,000. Organized: The Holland-Texas Hypotheek Bank, \$600,000. Franchise granted to J. S. Connell to construct gas works. Port Arthur Rice and Irrigation Company will drain from 3,000 to 4,000 acres of marsh land near Alligator Bayou at a cost of \$75,000. The Blodgett Construction Co. will build a boat landing on the lake front at the pleasure pier. The concrete work on this pier has been completed at a cost of \$42,800. Contracts amounting to \$100,000 have been let for building a steel bridge, excavating a canal from the city to the Sabine Lake and for filling the causeway with earth. A bond issue of \$25,000 for building a schoolhouse was voted March 18, 1912. The U. S. report on the maritime business of the Sabine district for 1911 shows 203 vessels engaged in traffic with a net tonnage of 1,270,441. Of the 203 vessels 171 were steamers, 10 were sailing vessels and 22 were barges. Among the exports were 1,251,745 barrels of crude oil, 3,337,164 barrels of partly refined petroleum, 4,595,411 barrels refined products, 364,373 barrels lubricating oils, 118,795 barrels lubricating grease, 24,635 pounds asphalt, 177,245 pounds roofing paper, 205,907 bales of cotton, 39,754 pounds of cotton seed products, 112,388,545 feet of lumber (board measure), 2,980 pieces of timber and logs, 538,327 oak staves, 18,429,741 pounds of rice, 6,223,902 pounds of rice products and 26,550 tons of sulphur; value, \$49,864,181. Of this \$43,266,854 was cleared at Port Arthur and \$6,597,327 at Sabine. Bond issue of \$19,000 voted for street improvement.

Sabine, Tex.—Incorporated: East Texas Oil Company of New Jersey.

Sallisaw, Okla.—McDonald & Matthews have let contract for a cotton gin to cost \$10,000. City will build a dam to increase capacity of municipal waterworks. Reported that the St. L. I. M. & S. Ry. will build a new passenger station here.

Shreveport, La.—Incorporated: Equitable Oil & Gas Development Co., \$25,000; O. K. Champion Implement Co., \$25,000; Caddo Publishing Co., \$10,000; Timpson Handle

Company, 150 employees; Shreveport Ice Cream Factory, Ltd., \$30,000; American National Bank & Trust Co., \$500,000; Colored Farmers' Storage & Co-operative Co., \$10,000; Schmidt Motor Co., \$30,000; Cedar Grove Construction Co., \$100,000; Red River Valley Bank & Trust Company, \$500,000; First Savings Bank & Trust Co., \$500,000; Shreveport Cottonwood Co.; Continental Oil Co., \$35,000; Independent Ice & Cold Storage Co., \$50,000; Orme Motor & Transfer Co., \$25,000; Caddo Refining Company, \$200,000. Bids are requested for a steel grand stand at the State Fair Grounds. The Caddo Parish police jury has requested bids for construction of 25 miles of macadamized roads. The Caddo Refining Company has a refinery under construction at Cedar Grove; capacity, 4,000 barrels per day, and will install cooperage plant. Contract let for 22 miles of gravel road in the city to cost \$5,939 per mile; total, \$130,658. Contract let for art museum, \$8,487. Building permits granted in January, February and March, 1912, permits, 249 business buildings, \$56,695; dwellings, \$188,572; total, \$245,267. The James Bayou Oil Company has purchased 160 acres of oil land from P. I. Atkins for \$40,000. City improvements: New fire department stations and equipment, \$42,200. The Henry Carlton Plantation, 1,200 acres, has been sold for \$60,000. Virginia-Carolina Chemical Co. has let contract for a sulphuric acid plant to cost \$150,000. Shreveport Traction Co. requests franchise for extensions of street car tracks. Contract let for a public school, \$23,275. New gas well at fair grounds, 1,050 feet deep, has a flow of 6,000,000 cubic feet of gas per day under a 400-pound pressure. Contract awarded for Noel Memorial Church parsonage. Fairview Methodist congregation, new church building, \$12,000. Fulton Mfg. Co. will build stirrup factory at Cedar Grove; cost of buildings, \$40,000. The Wray-Dickinson Garage completed; \$25,000. Mrs. L. S. Crain, store building, \$15,000. Caddo levee board has let contract for 5,000,000 cubic yards of levee construction to cost \$100,000. The Cedar Grove suburb laid out last year now has the Caddo Glass Factory, employing 300 men; the Gardiner Carburetor Works 30 men; the Wagner Bottle Factory under construction; a handle factory contracted for; a fertilizer factory contracted for; 35 new cottages and 30 under construction; street car connection, gas connection and numerous stores, etc. Mr. Peter Youree has awarded contract for construction of a six-story hotel to cost \$300,000.

Siloam Springs, Ark.—R. A. Bowden has established a cannery to handle this year's crop. The Farmer's National Bank has changed its name to the First National Bank. J. H. Eno & Son, a new mercantile business.

South Mansfield, La.—A new hotel, \$6,000.

Stilwell, Okla.—Stilwell Bottling Works has added an ice cream factory to its plant.

Sulphur, La.—Sulphur Drainage District No. 1 has been organized to drain 7,680 acres.

Texarkana, Tex.—M. M. Cherry and associates of Dallas, Tex., contemplate building an oil refinery here. The Texarkana National Bank will erect a bank building to cost \$125,000. The Order of Elks are having plans made for a lodge building to cost \$100,000. The Gate City Loan and Building Assn. has declared a dividend of \$54,000 and has loans amounting to \$1,250,000. City has awarded a sewer contract amounting to \$17,000. The Improvement District No. 16 street improvement contracted for cost \$20,000. The county commissioners of Cass County, Tex., have appropriated \$69,000 for the construction of two bridges to connect Cass County with Texarkana. Bowie County Precinct No. 2 has voted a \$60,000 bond issue for a new levee to protect 35,000 acres along Red River from overflow. F. J. Bosler of Indiana has purchased 1600 acres of hardwood timber land and contemplates building a hub, spoke and handle factory.

Van Buren, Ark.—The city will contract for four miles of sanitary sewer. The Fort Smith Light & Traction Company has let a contract for the construction of a steel viaduct at the Fort Smith-Van Buren Bridge, same to cost \$15,000.

Vivian, La.—The Vivian Land Company has sold 100 town lots and has contracted to build 50 dwellings to cost \$70,000, 25 of which are to be completed by the first of August. Incorporated: Vivian Land Company, \$25,000; Vivian Caddo Oil Co., \$50,000. The Vivian Furniture Company, a new concern, has opened up for business.

Vinton, La.—This drainage district has voted a bond issue of \$106,000 for the construction of a canal to drain 65,000 acres.

Waldron, Ark.—W. V. Irving & Son of Lawrence County, Mo., have moved their canning plant here; capacity 8,000 cans per day; employs 35 people. Negotiations are now pending for the installation of an electric light, waterworks and cold storage plant.

Zwolle, La.—A bond issue of \$17,000 voted for construction of a public school building.

K. C. S. Railway Employee's Supplement

F. E. ROESLER, Editor

The Station Agent.

The man who desires to become a successful station agent, with the possibilities of promotion and substantial remuneration beyond must understand, first and foremost, that discipline is the essential necessity in the management of so intricate an organization as a railway company. Without unqualified obedience to the instructions given under proper authority, the operation of a railway is impossible. To be successful he must be loyal to the company he is employed by and while in its employ the company's interests should have all his attention; no man can serve two masters at the same time; he must not shirk responsibility for his official acts and must have the knack of doing the right thing at the right time; he must be industrious, for the man who can find nothing to do in a railroad office has no business there, and finally he must have tact and courtesy, the ability to bring an opponent to his way of thinking and gain a friend in so doing, and to retain the cordial good will of those with whom he comes in contact in the way of business.

His duties are numerous and varied. His daily and monthly reports are matters of routine, but there are plenty of others which require the use of an active brain and quick wit. In the cities the office force is generally large enough to make a division of labor possible, but it is in the village and small town where the agent acquires a full knowledge of the work incident to a railroad station. Here he is telegraph operator, ticket agent, freight agent, express agent, baggage master, janitor, as well as general information bureau, and if he can keep all these irons in the fire without burning his iron or scorching his fingers occasionally, he is doing pretty well. If he has any spare time, which seldom happens, he can profitably study the rate sheets, time tables, traffic connections, cir-

cular No. XXX 1246, or answer the inquiry as to why Farmer Joggins shipped two car loads of hogs over a competing line.

The man with an abundance of good nature in his anatomy to lubricate the rough spots in business life has a fair prospect of becoming a successful station agent in a small town. The work incident to the office gives him splendid opportunities to exercise his patience and to be courteous when he does not feel that way. Meeting a passenger train at three o'clock on a cold morning, warming up the waiting room, checking baggage at the last minute, receipting for express packages, selling a coupon ticket two yards long five minutes before train time, when the buyer had all day to get it in, loading heavy trunks into the baggage car, also several dozen cases of eggs, helping a 300-pound old lady into the passenger coach, all while the conductor is waiting to give the signal, are apt to get on the nerves, if at about the same time a telegraph message must be attended to, and somebody at the window, with the clock in plain sight, wants to know what time it is and whether or not the clock is right, or whether No. 6 will be on time day after tomorrow or why No. 9 is late twenty minutes, answer half a dozen telephone messages of similar import, and, when the train has departed, find on the platform a bewildered old lady who missed her opportunity to get a cab and now must be helped by carrying her heavy suitcase five blocks out of his way to bring her to her relatives and let her think he is enjoying it. It is usually a lively half hour before train time, but the man who can go through it unruffled has in him the makings of a good station agent.

But all this and much more belongs to and is part of the business, and the man who has not the temperament to meet these conditions is not in the right place. The good will of the community is a valuable

asset to the station agent and this good will can only be retained by never being discourteous, or by never giving short and flippant replies to apparently trivial inquiries. To the ordinary citizen a railroad time-table is a very complicated affair and the routing of a long distance passenger is a serious concern. Questions which might seem inconsequential to the initiated are asked in all seriousness by the prospective traveler and should be met in the same spirit. It is something of an accomplishment to look pleasant when dealing with a vain, overbearing or impudent customer who persists in chewing the rag, or to be called on to explain why certain freight has not arrived, or why charges on an express package are higher than the recipient thinks they should be, or hold a post mortem on some one's pig which was killed by a passing train. A soft answer turneth away wrath and makes a friend of the enquirer. The winner in the wordy warfare is the one who by courtesy disarms the man with the grouch.

Does it pay? Most certainly it does. Wherever there is competition the man with the good will of the community gets the business. The man who by a little courteous attention is enabled to make his journey more pleasant does not forget when he has another trip to make or freight to ship and the management knows when "a raise" is justified, or where there is a better paying job and the right kind of a man to hold it. Individuality counts for much, and the upright, capable, clean and fair man, who will not dodge responsibility and is ambitious, will succeed.

The "Safety First" Movement.

It is probable that a general conference of claim agents of the great railway systems will be held in New York in June or July to formally start a campaign for securing greater personal safety to the railway employes operating trains and doing other work connected with railway operation, the general object being to find more efficient means for saving the lives of railroad men. As in all other great industries there is an element of personal danger in operating a railroad. Men are killed in the factories, in the mines, in construction of buildings and in a hundred other ways every day in the year and the incident is called an accident, yet for all that many of these so-called accidents are preventable if precaution were taken to avoid them. The "Safety First" Movement contemplates a vigorous

search every day in the year for any possible causes which unremedied might produce an accident. "The pitcher goes to the well until it breaks" is an old saw which smacks strongly of fatalism, or an excessive faith in Divine Providence. Removing the obstruction on the path to the well will more likely prolong the life of the pitcher.

It appears from the report of the Interstate Commerce Commission concerning the number of railway employes killed and injured each year that out of 235,841 trainmen employed in 1911 one of every 191 was killed and one of every eight was injured. Of the 91,694 yardmen one of every 187 was killed and one of every eight was injured. Taking all railroad employes, including trainmen, yardmen, bridgemen, brakemen and crossing watchmen, one of every 458 was killed.

The St. Louis & San Francisco Ry., through its general claim agent, Mr. W. B. Spaulding, has already organized a "Safety First" movement and it is believed that the national organization, when formed, will adopt the plans already worked out. On each of the ten divisions of the St. L. & F. S. there has been organized a committee, the members of which are constantly on the lookout for conditions by which life and safety are endangered in their territory. The committee members are supplied with blank report cards printed: "I have noticed " to be filled out with suggestions for remedying defect in roadbed, station, platforms or operation of rolling stock, which might at some time cause loss of life or limb. Each member of a division committee goes over the main line and terminals once a month, his expenses and time being paid for by the railway company. A central committee of all the division and shop committees meets once a month, goes over the reports, and on their reports the railway officers act upon the changes suggested.

The proposition is to put this system in effect on all great railroads to reduce in every possible way the number of casualties. Figures show that most casualties result from the careless coupling of cars, jumping on cars as they approach, tripping over rails and frogs in yards, by uncoupling cars while riding on them, and by holding to the side of moving cars and being struck by objects alongside the rails. In 1911 there were 257 trainmen injured by adjusting the couplers of cars with their feet. While there is no doubt that some alterations can be made in cars, tracks, etc., which will help to reduce casualties there is always the personal equation to

be reckoned with. The man too confident of his powers becomes more or less reckless, and if injured must be supplanted by a man not entirely familiar with his duties, and for this reason the work is not always properly performed, thereby increasing the danger for the new man and for his associates.

The Question of Wages.

Most of us who have to do with railroads labor under the impression that wages are not nearly as high as they should be, and have a sort of a vague idea that a railroad treasury is but a big sugar bowl into which we can dip our spoons once or twice a month, with more or less regret that we haven't got a bigger spoon. The size of the bowl or keeping it filled is the other fellow's concern. Many of us forget that this bowl must be regularly replenished and that there are others who have a right to dip in. The stockholders of many railroads have never enjoyed the pleasure of dipping into the bowl and some of them even lost their spoons when the court turned their railroad over to the receivers. Besides ourselves there are the owners of railway bonds, who helped to put sugar in the bowl in the first place. There are the material men, the fuel supply men, the tax collectors, freight and personal damage claims, repairs, betterments and a multitude of other items, all of which are necessary for the maintenance and handling of railway traffic.

In the United States there are 245,000 miles of railway, about 40 per cent of the world's railway mileage. During the year 1911 the railroads of the United States paid to their employees the sum of \$1,005,277,249, which is a good sized bunch of money. Of that amount \$41,868,822 consisted of wage increases over the wages paid in the year 1910. These figures are reliable and are compiled from the certified reports of the railroads made to the Interstate Commerce Commission.

The gross earnings of 1911 amounted to \$27,381,095 more than they did in 1910, but they did not increase sufficiently to cover the increase in wages to the employees by \$22,595,121. The net earnings for 1911 (gross earnings after deducting operating expenses) were \$40,988,539 less than they were in 1910. Out of the net earnings must be paid the taxes and the interest on outstanding bonds, and if anything is left after that a fund to provide for unforeseen expenses must be kept available. If there is anything left after this provision has

been made the stockholders may, or may not, get a nibble at a dividend.

Unless there should be an unforeseen and unexpected increase in railway earnings (and at present there is nothing of that kind of sight) this ratio of income and expenditure, if maintained, means the bankruptcy of every railroad in the United States, the weakest railroads to go first and the strongest in due course of time. No private individual or business firm or corporation can hold its own under similar conditions and neither can a railway company. Transportation rates are fixed by law, and an increase of income cannot be secured by increasing freight or passenger rates. No more tonnage can be hauled than is offered and an increase in traffic income to cover increase of expense is not at all likely if the experience of 1911 teaches anything.

It is then evident that there are too many spoons in the sugar bowl, or that the spoons are too big, and at all events (unless a miracle happens) there won't be sugar enough to fill all the spoons cheerfully dipping in. Now don't get the idea into your head that this condition is the other fellow's grief only. The owners and the employees are dependent upon the earnings of the company for their incomes. The employee's wages are paid out of the gross earnings, but in another way they are also interested in the net earnings, because money for enlargements, betterments cannot be readily obtained unless interest charges on bonds are promptly paid when due. Unless the net revenue can be maintained through additional new business, it must be maintained through economies and in this direction the employee can, if he will, render valuable assistance.

He can make money for the company, and incidentally himself, by the intelligent use of materials in roadway maintenance, the effective use of materials in shop operations, in the careful handling of store house supplies, by paying close attention to the use of fuel, the proper use of stationery and station supplies, the careful handling of freight and baggage to avoid damage, precautions to avoid preventable railway accidents, the losing of tools and implements, avoidance of waste of material of any kind and the prompt and efficient handling of traffic so as to secure and maintain the good will and business of the traveling and shipping public. The dollars in the treasury saved from waste in material or avoidance of damage claims look just as big on the payroll as do those obtained for hauling freight or passengers.

Union Station at Train Time.

A large railway station or a union station is a very quiet, somnolent looking sort of a place half an hour before train time. The few passengers who change cars here are sitting idly on the benches intently watching the hands of the clock and seriously doubting the accuracy of that particular timepiece. The baggage master and the ticket agents are behind their counters, and if not checking up their accounts, look as if they were ready to yawn any minute. They might even become drowsy, if a transfer cab hadn't just arrived with some passengers. In ten minutes' time the situation has changed. Ticket agents, baggage master, express agents, mail clerks and others get busy, and while the baggage, express and mail trucks are being loaded, the passengers begin to crane their necks and cock their ears in the hope of getting a glimpse of or hearing the noise of an approaching train. It's usually a switch engine, and the passenger train is not due yet for fifteen minutes.

It does finally arrive and the station platform is suddenly alive with uniformed men, men in overalls, passengers and baggage trucks. The arrivals on the train make for the dining room and the new passengers get aboard. In the meantime the men in the jumpers and overalls are busy. One of them walks around the train and whacks every wheel with a hammer, and if it sounds good to him tries the next. He apparently has much curiosity and will turn every stop cock, open the grease boxes on the trucks and feel of them and sometimes ladles grease into them. The small boy in the sailor suit, who is watching this man, concludes that he wouldn't like that kind of a job, though he wouldn't mind hammering the wheels. The other men in overalls are filling the car tanks with water and one or two truck loads of ice go where the water goes. Each coach requires a barrel of water. Each coach must be swept clean of all kinds of trash and dirt. Every cuspidor must be removed and a clean one put in its place. Every seat must have a clean head rest and the lighting facilities on each car must also be seen to. In fifteen or twenty minutes the whole thing has been done in such a quiet way that few of the passengers were aware of what was going on. Nor is this all. The locomotive is changed and sometimes an entirely new train crew takes charge of the train and within twenty minutes of its arrival the train is again in motion. At a large sta-

tion this performance takes place from twenty to fifty times each day.

Personal.

Mr. Clifford L. Vaughan, superintendent of the car service for the K. C. S. Railway Company, with headquarters at Kansas City, died April 14, 1912, at his home from an attack of meningitis.

Mr. Vaughan was about forty years of age, and has been prominently connected in railroad circles for many years, being with the L. R. & N. Ry., where he was superintendent of car service for the past several years and where he was held in high esteem. He resigned his position with the L. R. & N. and took charge of the K. C. S. car service on March 24th of this year. Mr. Vaughan leaves a wife and three daughters. His parents and several brothers and sisters also survive him. His remains were interred at the Greenwood Cemetery, Dr. Smith, pastor of the First Presbyterian Church, conducting the funeral services.

The Oldest K. C. S. Engineers.

The question as to who are the oldest engineers in point of service on the K. C. S. Ry. seems to be answered as follows, according to the Pittsburg Headlight:

"The records show that Engineers Wally Herriman, L. F. Schirk and Pete McCabe all hold along about the same class of seniority. They all came here about the same time, before the road had been completed to Joplin. Herriman was then running an engine on the north end between here and Kansas City, while Schirk was in charge of engine No. 1, brought up here to do construction work. No. 1 was formerly the property of the Splitlog Railroad, then in operation between Joplin and Sulphur Springs, where Schirk had been an engineer and McCabe his fireman. When the Stilwell Syndicate, building the Southern, purchased the Splitlog road Schirk and McCabe were sent here to run No. 1, the first engine ever owned by Mathias Splitlog, who built the Splitlog road. Prior to that Schirk and McCabe were pulling a combination train between Joplin and Sulphur Springs. When the road was completed to a connection with the Splitlog Railroad Schirk was given a passenger engine and McCabe was promoted to running an engine and when the second passenger run was put on he was also made a passenger engineer. This is the record for these three men."

The Fruit Movement.

The train crews are now busy transporting fruit and truck products. The banana trains are still holding up (May 10) and about 350 car loads have been handled. How many more there will be is not yet known. Several berry trains from Texas have already passed through and they will be coming right along until the middle of June. On the K. C. S. there are 367 car loads just beginning to move and there are lots of them still to come from Texas. Irish potatoes are now moving and will continue until the middle of June, and probably 377 car loads will come from K. C. S. stations, and these will soon be followed by over three hundred car loads of cantaloupes. Some twelve or fifteen hundred car loads of tomatoes will also come from East Texas and Southern Texas. Peaches will be much in evidence this year. East Texas will have about 1,500 car loads, of which the K. C. S. will get its share, and at the stations of the K. C. S. are from 1,500 to 2,500 car loads more, which will keep the train crews busy in July. The apple experts claim that the now blooming apple trees represent 10,000 car loads, of which about one-fifth are growing at stations on the K. C. S. Ry.

The First Telegraphic Train Order.

On May, 2d, of this year, officials of the Erie Railroad dedicated a monument indicating the spot where the first telegraphic train order was sent in the Morse Code over a commercial wire. The site of this monument is a short distance west of the new station at Harriman, N. Y. The bronze tablet, 6 feet high by 3½ feet wide, was designed by Charles Keck. On its face is inscribed: "From this station Charles Minot, general superintendent New York & Erie Railroad, 1851, issued the first train order transmitted by telegraph." This order, also inscribed, is as follows: "To agent and operator at Goshen: 'Hold the train for further orders. Conductor and engineer, day express.' Run to Goshen regardless of opposing train." At the top of the tablet is a vignette of Mr. Minot and at the bottom is another inscription to the effect that the table was erected under the auspices of the Railway Telegraph Superintendents and the Old Time Telegraphers and Historical Association. The stone for the monument was quarried from the mountains of the Harriman estate and is the gift of Mrs. E. H. Harriman.

The Trackwalker.

Not many of the people riding in a comfortable Pullman car on a stormy night have any knowledge of or give a thought to the man walking the roadbed ahead of their train, facing the blizzard while his bright lantern gleams along the double row of rails looking for loose plate bolts, for high joints, broken culverts, washouts, for track obstructions or whatever else might prove of danger to a swiftly moving train in the darkness, and the harder it rains and the worse the going, the more necessary it is to watch the condition of the track to make sure that no tree has been blown across the track, no boulder has rolled down the mountain side or a mountain torrent has not undermined the track and made it unsafe. But ahead of the train, safeguarding the way, the track walker tramps his cold, dismal beat with wrench, oil can and lantern, with alert eye and ready hand to repair, if it is in his power, whatever damage has been done by the elements or by the heavily grinding wheels, and if he cannot repair it, to set signals for the engineers and to summon the roadmaster or section boss and his gang. At all seasons and at all hours these careful inspectors are on the job and the number of disasters they avert in the course of a term of years is incalculable.

New Construction.

The K. C. S. Ry. has built in the course of the last three or four years a number of fine passenger and freight stations. The one most recently completed is the Union Passenger Station at Fort Smith, Ark. This is a stately building constructed of brick, stone and terra cotta and is in the heart of the business part of the city. The cost of this station was \$165,000 exclusive of trackage. Joplin, Mo., also has a new union station, built in the old Roman style of reinforced concrete and finished with oak. The cost of this building was \$90,000, but the new terminal trackage and other items brought the total up to \$300,000. The station buildings at Shreveport and Port Arthur have been thoroughly renovated and improved and are as good as new. The Shreveport station is also a union station. Sulphur Springs, Ark., has a very fine station building, erected at a cost of about \$20,000, and fine, large, commodious station buildings have been erected at Heavener, De Queen, Ashdown and De Ridder. Many of the station buildings at the smaller towns and villages have been replaced with at-

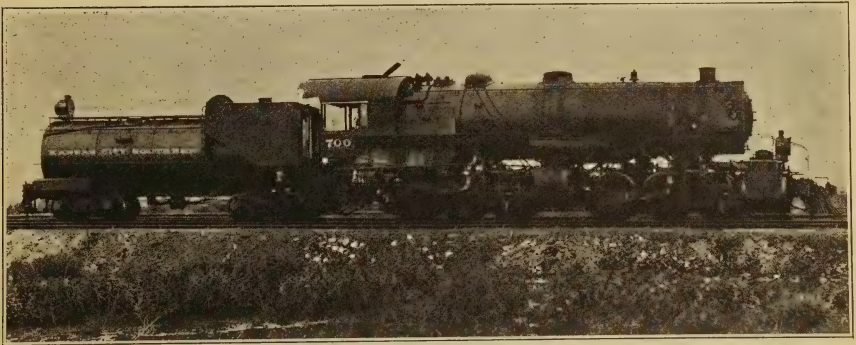
tractive and substantial structures and the good work goes on from year to year. The K. C. S. Ry. has a twelfth interest in the great new Union Station now under construction in Kansas City. An effort is now being made to secure a union station at Pittsburg, Kas., and the building of a new station at Texarkana is now under advisement.

Among the K. C. S. improvements at or near Kansas City is a reinforced concrete subway 2,900 feet in length, running under the west approaches of the Missouri Pacific and Union Pacific Bridges which span the Kaw River, to give an entrance into Kansas City. The deepest place in the subway is twenty-six feet deep and the cost of the entire work is \$128,000. All concrete used in the construction is reinforced with 75 pounds of steel to the cubic yard. When completed the approaches will serve as a backing for the Kaw River dikes.

The grounds of the shops at Shreveport are being leveled and sodded around the office building, the engine house and around all other buildings with a view to make them more attractive abiding places. The grounds at most of the stations will in time be made more attractive than they are now. Similar work is being done at the Pittsburg, Kan., shops.

A vast amount of road improvement has been done on the K. C. S. Ry. within the past one and one-half years. Trains are now running on a permanent track through the great cut north of the town of Richards, Mo. This was the deepest of a considerable number of new cuts in Southern Missouri, by which the track has been reduced to a minimum grade, and a number of curves were eliminated.

From the viaduct at Harriet Street crossing in Shreveport, La., to Cross Lake, a distance of fourteen miles, a new roadbed is to be constructed. It will be just east of the present line and when completed the present line will be discarded. The purpose of changing the line at this point is to reduce the heavy grade which has given so much trouble and has been the scene of several serious wrecks. The dirt used in the construction of the roadbed will be taken from the yards which are to be leveled. Two steam shovels will be used to remove 325,000 yards of dirt. At some points along the new line the tracks will have to be raised 15 feet and at one point it will require 100,000 yards of dirt to complete the fill. About 100 men will be employed on this part of the work. It will require about 18 months to complete the work and the cost will reach \$150,000.



NEW MALLET FREIGHT ENGINE, K. C. S. RY.

New Equipment of the K. C. S. Ry.

Eight New Passenger Locomotives.—These are of the Pacific type, weighing 430,000 pounds in working order, with tractive power of 38,000 pounds. They are about 83 feet in length over all, have 6-foot diameter driver wheels and are equipped to burn fuel oil for the purpose of eliminating smoke and cinders. These locomotives are fitted with the most modern special appliances, such as electric headlights, automatic air brake and signal, and steam heat, and their hauling and speed capacity is greater than any other passenger locomotives operating in this territory.

Twelve New Freight Locomotives.—These are of the Mallet articulated compound type, weighing 530,000 pounds in working order, with tractive power of 82,000 pounds when working compound and of 98,000 pounds when working simple. They are about 88 feet in length over all, have 5-foot diameter drive wheels and are designed to burn either coal or fuel oil. These locomotives are equipped with the most modern special appliances and can haul double the tonnage of the largest consolidation type of freight locomotives.

Eight New Chair, Five New Baggage or Express, and Three New Combination Mail and Baggage or Express Cars.—These new passenger cars are all 60 feet long over the bodies, with a total length of from 64 feet for the combination and the baggage or express cars, to 69 feet for the chair cars. All of the cars are equipped with all-metal trucks and solid steel wheels, and the car bodies have steel underframes in combination with an anti-telescoping steel platform and end construction. The exterior finish is orange body color with maroon trimming and gold leaf marking. The interior finish of the chair cars is mahogany of sanitary design and the floors are of composition fibre. Each car has capacity for seating 60 persons and is equipped with men's and women's lavatories and toilets. Sanitary drinking water coolers are provided whereby the ice does not come in contact with the water, and automatic cup vendors supply individual drinking cups. The cars are equipped with the most modern system of ventilating, heating, lighting and air brake and signal, and the windows are equipped with double sash. The reclining chair seats have been designed and spaced for comfort and each is readily adjustable and provided with foot rest. Each set of chairs is locate opposite a large window. The cars

are equipped with commodious and enclosed vestibules having extra wide and convenient steps and doorways.

The K. C. S. is in the market for 1,500 box cars, 1,000 all steel gondolas, 400 flat cars and 100 automobile cars. The new Mallet compounds and large Pacific compounds are apparently not sufficient, and the company is in the market for 25 additional consolidation locomotives. The present power equipment will not be sufficient when the improvements on the line are completed. When this reconstruction is completed there will be "something doing" in the transportation department and it's "Johnnie on the spot" that does the business.

All the new coaches which have been ordered by the K. C. S. Ry. will be equipped with a water cup vending machine and as rapidly as possible the entire passenger equipment will be furnished with the same machines. The machine is a contrivance with a long tube in which is deposited a supply of paper cups. It is stationed alongside of the water cooler and when a passenger desires a cup all he will have to do is to drop a penny in the slot and take out his cup. Under the laws in several states a public cup cannot be used, and the individual who possesses a cup of his own can hardly avoid lending it to others. The cup vending machine does away with all of this and any passenger can get a cup for a penny.

A railway locomotive is not a delicate piece of mechanism though extremely accurate in the construction of its moving parts. Every bit of it is built for durability and to stand the hard knocks that are sure to be encountered when it starts on a trip. It is intended to be jolt proof, and, if possible, fool proof, but the latter very desirable feature is not always attained. If a stationary engine were built on the same lines and placed on a solid foundation it would be almost impossible to wear it out if the surfaces subject to friction were from time to time renewed. The ordinary wear and tear on a locomotive is claimed to be greater than that on any other piece of machinery used anywhere for any purpose. The wear and tear comes about from the effort to attain the speed expected of it, from the jolting resulting from inequalities of the track, the handling by inexperienced or careless engineers, overestimating the pulling capacity and various

other causes. The life of a locomotive is a hard one under all conditions, but with the utmost good care while on the road it requires regular attention at the shops, and it is estimated that about three months of the year, not continuously, but in short periods of day or several days, are spent by each engine in the shops. All machinery wears itself out in the long run, but a locomotive engine has other things to contend with besides the wear and tear incident to machinery under ordinary conditions.

Shop Notes.

The Pittsburg shops are working on a number of Vanderbilt oil tanks, which will be attached to the engines of the company as soon as completed. They are of the same size as those used on the new Mallets and Pacific type passenger engines. The K. C. S. has a number of oil burners on its line and practical experience has shown the fuel supply to be reliable and economical and for that reason more of the company's engines will be equipped for the use of oil.

Some important improvements are being made at the Pittsburg, Kas., shops. A valuable and economical machine for rolling scrap iron is to be installed very soon at a cost of \$4,800. It will be used to re-roll all scrap iron and make old iron into new, and when once installed all the scrap iron about the shops will be saved and made over. It will practically be a small sized rolling mill attached to the shops.

A new mode of welding, used in the first-class machine shops of the country, has been introduced here. The process does away with cutting out and welding in with tools and muscle and employs scientific methods. The process is a combined use of acetylene and oxygen gas and is claimed to do the work with greater ease and exactness than the old process of cutting out with a cold chisel and heating the pieces in a forge, and is convenient in the work of welding openings inside of boilers and seams in jackets or any other parts of a machine or a locomotive. With its use there will be no wasting of chips or particles of iron or steel, as is usual with the old methods.

The K. C. S. shop brass foundry is complete and in good running order. All of the brass now used by the shops is furnished by the brass foundry and car and engine brasses are being turned out every day for

company use. Since the foundry was installed not a cent has been paid out to railroad equipment companies for brass. All old brass is utilized and made into any shape for any purpose desired and the brass foundry has been a money saving investment.

Getting Into the Game Again.

John ——— has wiped engines for several years, has helped in the shops to take them apart and put them together again, and has gradually absorbed a knowledge of how the thing works and how it ought to work. Some fine day the fireman on the switch engine breaks a leg and John does the firing for a day or a week, and after a while does it regularly, and after a year or two begins to understand the yards, the switches and sundry other things he didn't understand before. Next he finds himself on a regular freight run and shovels coal for a year or two more. He has come to understand the track for a couple of hundred miles and has had a new viewpoint on a locomotive; in fact, he relieves the engineer now and then and acquires a knowledge of handling locomotives, steam gauges, air brakes and a multitude of other things, and after another year presents himself for examination as a locomotive engineer. He goes through a grilling examination, and finally satisfies the powers that be that he knows how to run a locomotive and handle a train, and so goes on record. Next he gets an occasional run on the local, shoveling coal meanwhile, and finally gets a regular train, which frequently is a construction train, but later is a slow freight, and this will keep him busy for one, two or more years. He has had no serious mishaps, the few accidents occurred through no fault of his. He has killed no men or live stock, has obeyed orders to the letter and is in good standing, and next he is running a through freight loaded with valuable merchandise, and after running it for a year or two gradually reaches the conclusion that he knows all about running a fast train that there is worth knowing.

Most of the other engineers who have kept pace with him in the matter of promotions, have in the meantime acquired a comfortable bay window, have married and learned to adhere strictly to the time-table in the matter of coming home at the end of the run and staying there. John, being a stag engineer, camps at the boarding house, and while reasonably regular in his coming and goings, makes a diversion occasionally.

Coming from a long tedious run, during which they met the paymaster, he and his fireman should have gone to bed and slept the sleep of the just, but they didn't. They drank coffee at the eating house lunch counter, met several others who ought to have been abed, and retired to the boarding house for a quiet game of poker, which lasted until daylight. After loafing about town all day, they played poker until train time and then took charge. Several cups of coffee kept them awake until daylight and then they became drowsy, awaking with a start from one or two cat naps. Next they passed a small station without whistling and then on a perfectly straight track, perfectly level and in broad daylight overtook another freight train and made kindling wood in plenty. Some forty cars were ditched and lumber, live stock, grain, flour, lard, canned goods, etc., were strewn over half a mile of right-of-way. Fortunately no one was killed, but two men were out of a job and without clearance. Those who pay freight damage claims exhibit no enthusiasm when a hard luck story is told and they are pretty much alike on the different roads.

Men who play poker often don't usually have large balances at the bank. Any kind of a job beats no job and a month or two later John was running a stationary engine at a coal mine a thousand miles away. The coal company had discovered a new coal deposit twenty miles away, and soon after built a coal tram road to the new mine and during construction needed an engineer and fireman. The pay was small and the engine was an antiquated, wheezy, dinky affair, but John couldn't keep away from it any more than a cat could quit mousing. He operated the construction train and within a year or so twenty additional miles were built and then he was appointed as superintendent of forty miles of coal road. Soon after this the great railroad at the junction bought the coal mines and the forty miles of track and incidentally John remained in charge. Two years later a new general manager came to inspect the mines and the coal road, and was introduced to the superintendent.

A single glance at the new general manager brought to John's mind a little interview he had in a superintendent's office a thousand miles away some six years before. The interview, as he recollected it, was a one-sided affair, so far as he and his fire-

man were concerned, and the superintendent did all the talking and didn't say much, but what he said was more than enough, and besides, that carpet in the superintendent's room was a red carpet.

The general manager shook hands with him cordially and congratulated him on the good condition of his forty miles of track, the promptness with which his trains were handled and particularly on the absence of accidents since construction of the coal road, as shown by the office records, and then he inquired casually: "By the way, how did you come to us?" And John answered truthfully: "You got me when you got the coal road." "Yes, I know that, but where were you before that?" "I was running the coal company's stationary engine." The general manager smiled. "No stationary engineer can operate forty miles of coal road for five years and make a success of it, and so you might as well quit beating about the bush." John knew that he was cornered and that the former superintendent had not forgotten him and replied: "Well, since you must know, I used to run No. 86 on the X. Y. & Z. when you were superintendent and I successfully smashed and burned up about \$25,000 worth of merchandise and live stock, to say nothing about an engine and a lot of cars. I had to have a job and that old stationary engine was all I could get when I came here, and now let me tell you something. The most blessed thing that was invented for the benefit of a train man without a clearance is a new little private railroad, a lumber road, coal road or mining road, which can't afford to pay standard wages and therefore asks no inconvenient questions concerning the applicant's earlier career. It's the finest place I know of to renovate a bum reputation, bury past blunders and make good. If the applicant makes good he can get into the game again. I am going on the S. Q. & G. at the end of the month. I don't need a clearance, but would like to have one just to see what one looks like." "You are in the game," said the general manager, "You won't need a clearance. We have bought the S. Q. G. and will extend this branch to it and it's up to you to handle the construction material at this end, and when completed you will have charge of this division. By the way, what became of your old fireman?" "Hoskins?" Why, he drove a pair of mules here for a year, then fired for me, and will pull you over the line this afternoon."

Promotions.

Very few general managers are graduates of the general offices of a railroad. Most of them gained their practical experiences in the performance of the duties incident to the construction, maintenance or operation of railroads. They usually come from the ranks and land on top in the same manner that the big potatoes land on top of the wagon load which has been jolted over many miles of rough roads. There is practically no line of distinction between the rank and file of the working forces of a railroad, and the class of employees usually designated as officials. All of them obey orders, but among the thousands of railway employees there are always some who are by nature better fitted to perform executive duties than are others, and in the practical operation of railroads the level headed man who improves constantly in the knowledge of his business and will not shirk responsibility will sooner or later be called to fill a place commensurate with his abilities. The capable and loyal employee needs no recommendation when it comes to promotion and his chances are as good as were those of his present superiors. In every thousand of railway employees are a certain number who reach a certain point of efficiency and remain stationary after reaching this point. There are thousands of telegraph operators and stenographers at the stations and offices who are stationary and make little effort to know more about their business than is necessary to hold the job and in the operating departments are thousands of others similarly situated. A few, as compared with the whole number, can see beyond their immediate horizon and sooner or later move forward to more responsible and better paid places, and from among these a still smaller percentage gradually work up to the highest positions within the gift of a railroad company. Individual efficiency counts for more in the railway service than in almost any other line of business. The young man who enters the railway service will find it replete with future possibilities, but will also be soon brought to a realization that he cannot get something for nothing in the service, and that, whoever holds down a good job had to make extensive use of hands and brains to get it and exercise them much more to hold it.

The Rock Island Ry. Co. recently issued a bulletin covering this subject, and whoever wrote it knew what he was talking about:

"You are working for a large corporation. In the nature of things it cannot know you very well personally, but it knows you by the work you turn out. It sets a real value on your work, higher than you think. Your value is measured by the quality and quantity of results you produce. Somebody knows your actual worth, appreciates your honest endeavors and has you in mind for better things. It's a business proposition. Each of us is capitalized. Suppose you earn \$1,000 a year. At 4 per cent that is the yearly interest on \$25,000. In other words, the company capitalizes you at \$25,000 and willingly pays you interest on that sum for the use of your energy and faculties. It rests with you. Make your \$25,000 valuation climb to \$50,000, to \$100,000, to \$500,000. Choose your food with care; treat decently the body on which your mind depends for its strength and sanity. Above all, feed your mind; read, study, observe. Remember, too, that, like the engine, you can't do your work unless you stay on the rails and keep where the boss can find you."

SHADY POINT, OKLAHOMA.

Among the many busy trading points in Eastern Oklahoma is Shady Point, south of Kansas City, Mo., 320 miles and north of Poteau, the county seat of LeFlore County, 6 miles. The altitude of Shady Point is 448 feet and the population about 300. It is situated in a fertile farming country underlaid with great coal deposits, which in course of time will be developed. There are in Shady Point five substantial mercantile establishments, a cotton gin and a grist mill, a Baptist Church and a public school. The cotton production is about 600 to 700 bales annually, and from six to ten carloads of coal are mined daily at Sutter Mines. The land surrounding the town is well adapted to general farming purposes and also very good for fruit and truck raising. Stock raising is carried on more or less extensively and from twenty-five to forty carloads are shipped annually and a considerable business is done in poultry raising. Good timber is abundant in the vicinity and good indications of gas and oil deposits have been found in several places. The surface of the segregated coal lands will within several months be in market, affording good openings for prospective homeseekers and the coal deposits, which have been reserved for several years past, will be in condition to be leased and mined. Intending homeseekers can obtain information by addressing Agent of K. C. S. Ry., Shady Point, Okla.

Switch Shanty Gossip

A little fellow who had just felt the hard side of the slipper turned to his mother for consolation.

"Mother," he asked, "did grandpa thrash father when he was a little boy?"

"Yes," answered his mother impressively.

"And did his father thrash him when he was little?"

"Yes."

"And did his father thrash him?"

"Yes."

A pause.

"Well, who started the thing, anyway?"—McCall's Magazine.

Judge Ben B. Lindsey, of Denver, sometimes has occasion to tell this story on the late Senator Wolcott:

When Wolcott first came to Colorado, he and his brother opened a law office at Idaho Springs under the firm name of "Ed Wolcott & Bro." Later, the partnership was dissolved. The future senator packed his few belongings, including the sign that had hung outside of his office, upon a burro and started for Georgetown, a mining town farther up in the hills. Upon his arrival he was greeted by a crowd of miners, who critically surveyed him and his outfit. One of them, looking first at the sign that hung over the pack, then at Wolcott, and finally at the donkey, said: "Say, stranger, which of you is Ed?"—From Hearst's Magazine.

Colonel W. G. Sterrett, well known newspaper correspondent and now state game and fish warden for Texas, today announced the following method as a labor-saving device to get fishing bait without digging for it:

"You take a broom handle $3\frac{1}{2}$ feet long; drive it into the spot likely to be inhabited by angle worms. Leave an end stick up about six inches. Then take a rough board and rub it over the top of the broom handle. This rubbing will cause a vibration of the earth and the worms, angry and disturbed, will work their way out of the ground. A fellow can get a pail full of worms in a short time."

"But, colonel," asked a reporter, "does it not take work to rub the board on top of the stick?"

"Hire a negro to rub the board," exclaimed the colonel.

A laborer who was digging a trench in London laid his coat on the ground nearby. Two fellows thought they would play a joke on him, so they drew a picture of a donkey on the back of it. When quitting time came the man noticed the picture on his coat and the grinning fellows lingering near.

"Which of yez wiped yer face on me coat?" he asked.—From Norman E. Mack's National Monthly.

"They've done some wonderful work down the line of late. They've taken out all the humps and hollows and most of the kinks. There's hardly a horseshoe left on the line and it's impossible now for the rear brakeman to shake hands with the fireman."

"Oh! Come off. We never had any here worth mentioning. You ought to have been with me on the Sacramento Mountain Railroad where we shinned up 6 per cent grades and went 'round curves so short that the fireman's wages were docked for throwing shovels full of coal into the headlight instead of the firebox."

An Italian who kept a fruit stand was much annoyed by possible customers who made a practice of handling the fruit and pinching it, thereby leaving it softened and often spoiled. Exasperated beyond endurance, he finally put up a sign which read:

"If you mus pincha da fruit—pincha da cocoanut!"

—From Lippincott's Magazine.

Tramp—You know the sayin', mum, "He that giveth to the poor lendeth to the Lord."

Mrs. Subbubs—Very true. And since you speak in proverbs, I'll refer you to another old saw.

Tramp—Which one is dat, mum?

Mrs. S.—The one back in the woodshed.
—From the Boston Evening Transcript.

A man who is constantly traveling over the same railroad has become well acquainted with the porters of the sleeping cars. On a recent trip he hailed his porter exuberantly, and said: "Hello, Matthew! I have some good news for you. We've had a birth in our family since I saw you—twins." Matthew grinned. "Well, sah," he said, "I wouldn't call dat no birth, sah. Dat am a section, sah."—Argonaut.

CURRENT EVENTS.

Land and Real Estate Agents Along the Kansas City Southern Railway

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

Allene, Ark.—Allene Real Estate Co.
Amoret, Mo.—C. H. Hutchins.
Amoret, Mo.—Chas. R. Bowman.
Amsterdam, Mo.—Lawrence & McDonald.
Anderson, Mo.—Dunn & Chambliss.
Anderson, Mo.—Geo. W. Mitchell.
Ashdown, Ark.—Southern Realty & Trust Co.
Atlanta, Tex.—Westbroke & Willoughby.
Ballard, Okla.—Ballard Real Estate Co.
Beaumont, Tex.—Industrial Lumber Co.
Beaumont, Tex.—Bevil & Quinn.
Beaumont, Tex.—Bryan & Vauchet.
Beaumont, Tex.—Heisig & Smelker.
Beaumont, Tex.—Junker & Edwards.
Beaumont, Tex.—Beaumont Land & Building Co.
Beaumont, Tex.—Theodore Heisig.
Beaumont, Tex.—Oswald Realty Co.
Beaumont, Tex.—Henry & Weaver.
Beaumont, Tex.—Jno. M. Lowrey.
Beaumont, Tex.—W. A. & W. W. Ward.
Beaumont, Tex.—Lloyd M. Blanchette.
Beaumont, Tex.—Wilson & Featherstone.
Benson, La.—A. M. Hale.
Benson, La.—Walter Nolan.
Benson, La.—D. H. Sebastian.
Benson, La.—Southern Development & Investment Co., 330 Midland Building, Kansas City, Mo.
Bentonville, Ark.—C. R. Craig.
Blanchard, La.—J. F. White.
Bloomburg, Tex.—J. M. Jones.
Bon Ami, La.—Long-Bell Lumber Co.
Carson, La.—C. E. Fullington, Kansas City, Mo.
Converse, La.—G. I. Paul.
Cove, Ark.—W. J. Barton.
Cove, Ark.—C. H. Wing, 351 N. Y. Life Bldg., Kansas City, Mo.
Cove, Ark.—A. M. Parker.
Decatur, Ark.—Fleming & Weaver.
De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
De Queen, Ark.—H. C. Towson.
De Queen, Ark.—Garrison & Co.
De Queen, Ark.—W. R. Sossamon.
De Queen, Ark.—Carlton & White.
De Queen, Ark.—Lewis W. Osborne.
De Queen, Ark.—Weatherwax & Co.
De Queen, Ark.—W. P. Andrews.
De Queen, Ark.—E. D. Stewart.
De Quincy, La.—D. D. & J. Lee Herford.
De Quincy, La.—O. T. Maxwell.
De Quincy, La.—De Quincy Land Company.
De Quincy, La.—Matt Lilleburg.
De Ridder, La.—Frank V. Howard.
De Ridder, La.—J. E. McMahon.
De Ridder, La.—Robert Jones.
Drexel, Mo.—Depue & Hill.
Drexel, Mo.—J. B. Wilson.
Drexel, Mo.—D. E. Crutcher.
Eagleton, Ark.—F. W. Blanchard.
Elizabeth, La.—Industrial Lumber Co.
Elk Springs, Mo.—John W. Miller.
Fisher, La.—Louisiana Long Leaf Lumber Co.
Fort Smith, Ark.—C. W. L. Armour.
Fort Smith, Ark.—Kelly Trust Co.
Fort Smith, Ark.—Fort Smith Bank & Trust Co.
Fort Smith, Ark.—Arkansas Valley Trust Co.
Fort Smith, Ark.—W. H. Marshall.
Fort Smith, Ark.—R. R. Cravens.
Fort Smith, Ark.—Rutzel & Trusty.
Fort Smith, Ark.—Lee & Robinson.
Fort Smith, Ark.—J. L. Lavenne.
Fort Smith, Ark.—Rogers & Young.
Fort Smith, Ark.—Dawson-Thomas Real Estate Co.
Fort Smith, Ark.—Charles P. Yaden.
Frierson, La.—The Frierson Co., Ltd.
Gentry, Ark.—Gentry Realty Co.
Gentry, Ark.—Griffin & Wasson.
Gentry, Ark.—Lowell Realty Co.
Gillham, Ark.—Gillham Real Estate Co.
Goodman, Mo.—T. W. Roberts & Co.
Goodman, Mo.—J. O. Pogue.
Goodman, Mo.—G. W. Whited.
Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.
Grandview, Mo.—Y. T. Perkins.
Grandview, Mo.—W. M. Dyer.
Granniss, Ark.—E. H. Poe.
Granniss, Ark.—Hogan & Coyle.
Gravette, Ark.—D. Carter.
Gravette, Ark.—Stokes-Stowell Land Co.
Gravette, Ark.—J. T. Oswalt.
Gravette, Ark.—Wm. Fraser.
Gravette, Ark.—W. Austin.
Hatfield, Ark.—Arnold & Trigg.
Hatfield, Ark.—Shafer & Hammond.
Hatton, Ark.—N. L. Harvey.
Heavener, Okla.—Yandell & Steward.
Heavener, Okla.—W. F. Colnon.
Heavener, Okla.—Wilson & Layne.
Horatio, Ark.—J. W. Everett.
Horatio, Ark.—Sessions-Pride Land Co.
Horatio, Ark.—Porter Land Co.
Horatio, Ark.—Elberta Land Co.
Hornbeck, La.—L. D. Woosley.
Hornbeck, La.—D. B. Pate.
Howe, Okla.—John Begley.
Howe, Okla.—C. E. McCartney.
Howe, Okla.—State Bank & Trust Co.
Hume, Mo.—H. C. Curtis.
Hume, Mo.—Wayts & Beadles.
Hume, Mo.—Wilson & Bloomfield.
Jaudon, Mo.—E. S. Harrison.
Joplin, Mo.—McDonald Land & Mining Co.
Joplin, Mo.—Marion Staples.
Joplin, Mo.—Pile & Perry.
Joplin, Mo.—Conqueror Trust Co.
Joplin, Mo.—S. H. & Roy E. Stephens.
Joplin, Mo.—St. Paul Mining Co.
Joplin, Mo.—W. H. Dalton.
Kingston, La.—D. B. Means.
Lake Charles, La.—Dees-West Co.
Lake Charles, La.—R. L. Coleman.
Lake Charles, La.—H. F. Von Phul.
Lake Charles, La.—Leon & E. A. Chavanne.
Lake Charles, La.—H. M. Chitwood.
Lake Charles, La.—W. K. Banker.
Lake Charles, La.—O. S. Dolby.
Lake Charles, La.—J. B. Watkins.
Lake Charles, La.—Hammond & Wentz.
Lake Charles, La.—C. S. Nabors.
Lanagan, Mo.—C. R. Wortham.
Lanagan, Mo.—Frank B. Dolson, 202 Commerce Bldg., Kansas City, Mo.
Leesville, La.—P. G. Pye & Co.
Leesville, La.—D. A. Olds.
Leesville, La.—McFarland & Wintle.
Leesville, La.—Lee McAlpin.
Leesville, La.—Hicks Abstract & Realty Co.
Leesville, La.—Thos. C. Wingate.
Lockesburg, Ark.—A. Rawlins.
Lockesburg, Ark.—G. A. Nall.
Lockesburg, Ark.—L. E. Smith.
Mansfield, Ark.—Fred Britton.
Mansfield, La.—W. H. Harrison, Jr.
Mansfield, La.—South Mansfield Realty Co.
Marble City, Okla.—Barry Dotson.
Mena, Ark.—Dennis, Kelly & Stratton.
Mena, Ark.—Hamilton-Horner.
Mena, Ark.—J. H. Naylor.
Mena, Ark.—M. B. Legate.
Mena, Ark.—W. A. Ragland.
Merwin, Mo.—C. H. Stipp.

Merwin, Mo.—H. E. Long.
 Mineral, Ark.—H. H. Lovell.
 Neosho, Mo.—S. L. Davis.
 Neosho, Mo.—R. B. Rudy.
 Neosho, Mo.—Beeler & Beeler.
 Neosho, Mo.—Bennett & Banks Fruit Land Co.
 Neosho, Mo.—J. M. Z. Withrow.
 Noel, Mo.—H. C. Alexander.
 Panama, Okla.—W. D. Massey & Son.
 Panama, Okla.—T. W. Sprinkel.
 Pittsburg, Kan.—J. C. Armstrong.
 Pittsburg, Kan.—H. M. Scott.
 Pittsburg, Kan.—Moore & Cropper.
 Pickering, La.—J. D. La Brie, Keith & Perry Bldg., Kansas City, Mo.
 Port Arthur, Tex.—Port Arthur Land Co.
 Poteau, Okla.—R. E. Patrick.
 Poteau, Okla.—Tom Wall.
 Poteau, Okla.—Wyley Lowrey.
 Poteau, Okla.—W. H. Harrison.
 Poteau, Okla.—Poteau Valley Realty Co., F. W. Bird, Mgr.
 Poteau, Okla.—A. E. Deason.
 Rich Mountain, Ark.—T. W. Blanchard.
 Sallisaw, Okla.—Sallisaw Realty Co.
 Shreveport, La.—Wm. Hamilton & Co.
 Shreveport, La.—J. G. Hester, 512 Market St.
 Shreveport, La.—Queensboro Land Co.
 Shreveport, La.—S. B. Simon.
 Shreveport, La.—T. L. Hammett.
 Shreveport, La.—G. E. Gilmer, 213 Milam St.
 Shreveport, La.—Walter H. Polk.
 Shreveport, La.—La. R. E. & Develop. Co.
 Shreveport, La.—W. A. Jones.
 Shreveport, La.—Ragsdale R. E. Exchange.
 Shreveport, La.—Emery Bros.
 Shreveport, La.—L. C. Bulkley, 12 Simon Bldg.
 Shreveport, La.—L. M. McDuffie.
 Shreveport, La.—F. M. Bates.
 Shreveport, La.—Southern Realty Co.
 Siloam Springs, Ark.—J. D. Chamberlain.
 Siloam Springs, Ark.—Bank of Commerce.
 Siloam Springs, Ark.—Shannon Realty Co.
 Siloam Springs, Ark.—Dunlap & Sons.
 Siloam Springs, Ark.—L. P. Moss.
 Siloam Springs, Ark.—J. A. Petty.
 Siloam Springs, Ark.—Oklahoma Realty Co.
 Siloam Springs, Ark.—J. R. Brockman.
 Siloam Springs, Ark.—Perkins & McReynolds.

South Mansfield, La.—De Soto Industrial Co., J. C. Yarbrough, Secy.
 Spiro, Okla.—Hickman & Harris.
 Spiro, Okla.—G. M. Derryberry.
 Spiro, Okla.—Cassady Real Estate Co.
 Starks, La.—Chas. Batchelor.
 Starks, La.—V. C. Clark.
 Stilwell, Okla.—W. H. Davis.
 Stilwell, Okla.—Blanch & Corley.
 Stilwell, Okla.—R. R. McCloud.
 Stilwell, Okla.—Stilwell Land Co.
 Stilwell, Okla.—Joe M. Smith.
 Stilwell, Okla.—Wyley & Anderson.
 Stotesbury, Mo.—F. B. Croft.
 Stotesbury, Mo.—J. G. Rennie.
 Stotesbury, Mo.—D. A. Beck Realty Co.
 Sulphur Springs, Ark.—Guthrey & McCallum.
 Texarkana, Ark.—M. C. Wade, 305 State National Bank Bldg.
 Texarkana, Ark.—Tex.—W. H. Ward, 219 State National Bank Bldg.
 Texarkana, Ark.—Tex.—G. H. Hays, 115 East Broad St.
 Texarkana, Ark.—Tex.—Ralph Moore, 122 East Broad St.
 Texarkana, Ark.—Tex.—Texarkana Trust Co.
 Texarkana, Tex.—F. A. Simonds, 219 Vine St.
 Texarkana, Tex.—W. G. Hancock, Rialto Bldg.
 Texarkana, Tex.—G. Less Co.
 Vivian, La.—A. F. Powell.
 Waldron, Ark.—Jno. D. Baker.
 West Lake, La.—Locke-Moore & Co.
 Westville, Okla.—T. E. Sheffield.
 Westville, Okla.—P. J. Dove.
 Westville, Okla.—W. J. Foreman.
 Wickes, Ark.—L. C. Wilson.
 Wilton, Ark.—A. Kennen.
 Wilton, Ark.—Sessions Land Co.
 Winthrop, Ark.—Sessions Land Co.
 Zwolle, La.—H. A. Miner & Co.
 Zwolle, La.—Sabine Lumber Co.
 Zwolle, La.—R. L. Gay & Co.
 Zwolle, La.—H. C. Pruitt.

Indian Lands, Oklahoma.

J. G. Wright, Commissioner to the Five Civilized Tribes, Muskogee, Okla.
 Dana H. Kelsey, U. S. Indian Agent, Muskogee, Okla.

U. S. Homestead Lands in Arkansas.

Receiver, U. S. Land Office, Camden, Ark.

Commercial Associations

Amsterdam, Mo.—Commercial Club, Geo. V. Boswell, Secy.
 Anderson, Mo.—Commercial Club, Bert Dunn, Secy.
 Ashdown, Ark.—Little River County Bank, W. C. Martin, Cashier.
 Beaumont, Tex.—Chamber of Commerce, T. W. Larkin, Secy.
 Fort Smith, Ark.—Commercial League, C. W. L. Armour, Secy.
 Gravette, Ark.—Commercial Club, Herb Lewis, Secy.
 Heavener, Okla.—Ten Thousand Club, W. S. Barwick, Secy.
 Howe, Okla.—Commercial Club, H. W. Moreland, Secy.
 Joplin, Mo.—Commercial Club, F. L. Yale, Secy.
 Lake Charles, La.—Progressive League; O. S. Dolby, Secy.
 Leesville, La.—Commercial Club, Geo. H. Schweitzer, Secy.
 Mansfield, La.—Chamber of Commerce, J. M. Rodgers, Secy.
 Mansfield, La.—Bank of Commerce, Ben Johnson, Cashier.
 Many, La.—Sabine Valley Bank, Frank Hun-Marble City, Okla.—Marble City Improvement League, C. C. Leslie, Secy.
 Mena, Ark.—Mena Land & Improvement Co., W. C. B. Allen, Mgr.
 Merwin, Mo.—Commercial Club, Dr. J. R. Martin, Prest.
 Neosho, Mo.—Commercial Club, G. H. McElroy Secy.

Noel, Mo.—Commercial Club, H. C. Alexander, Secy.
 Pittsburg, Kan.—Chamber of Commerce, Geo. W. Kidder, Secy.
 Port Arthur, Tex.—Board of Trade, O. Owen, Secy.
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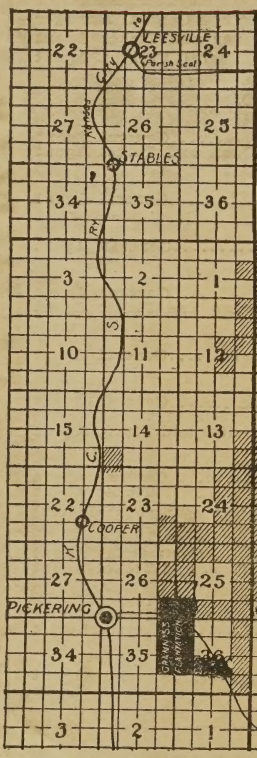
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